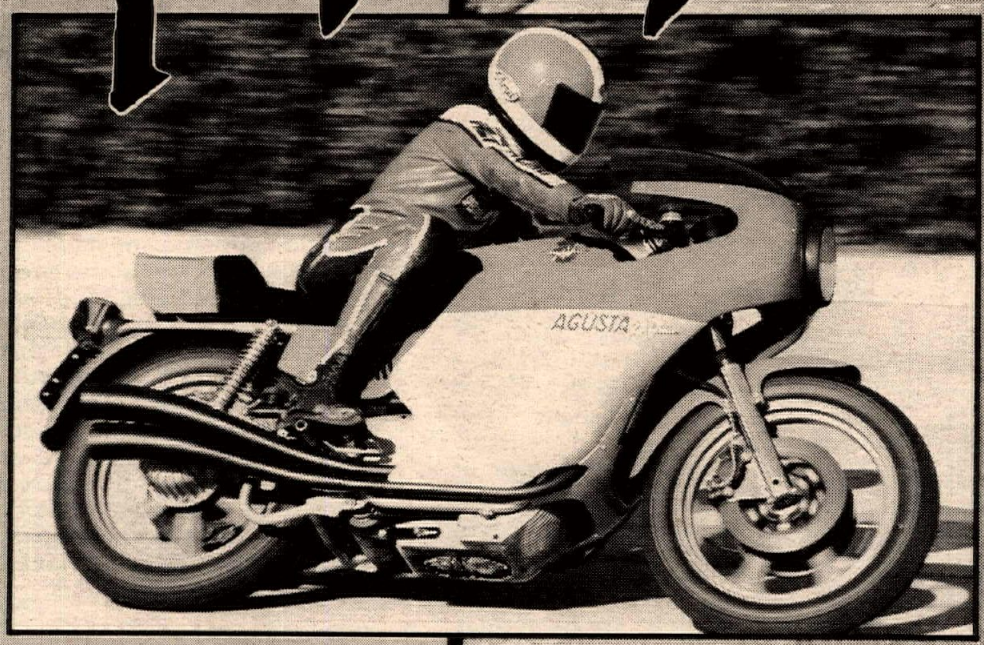
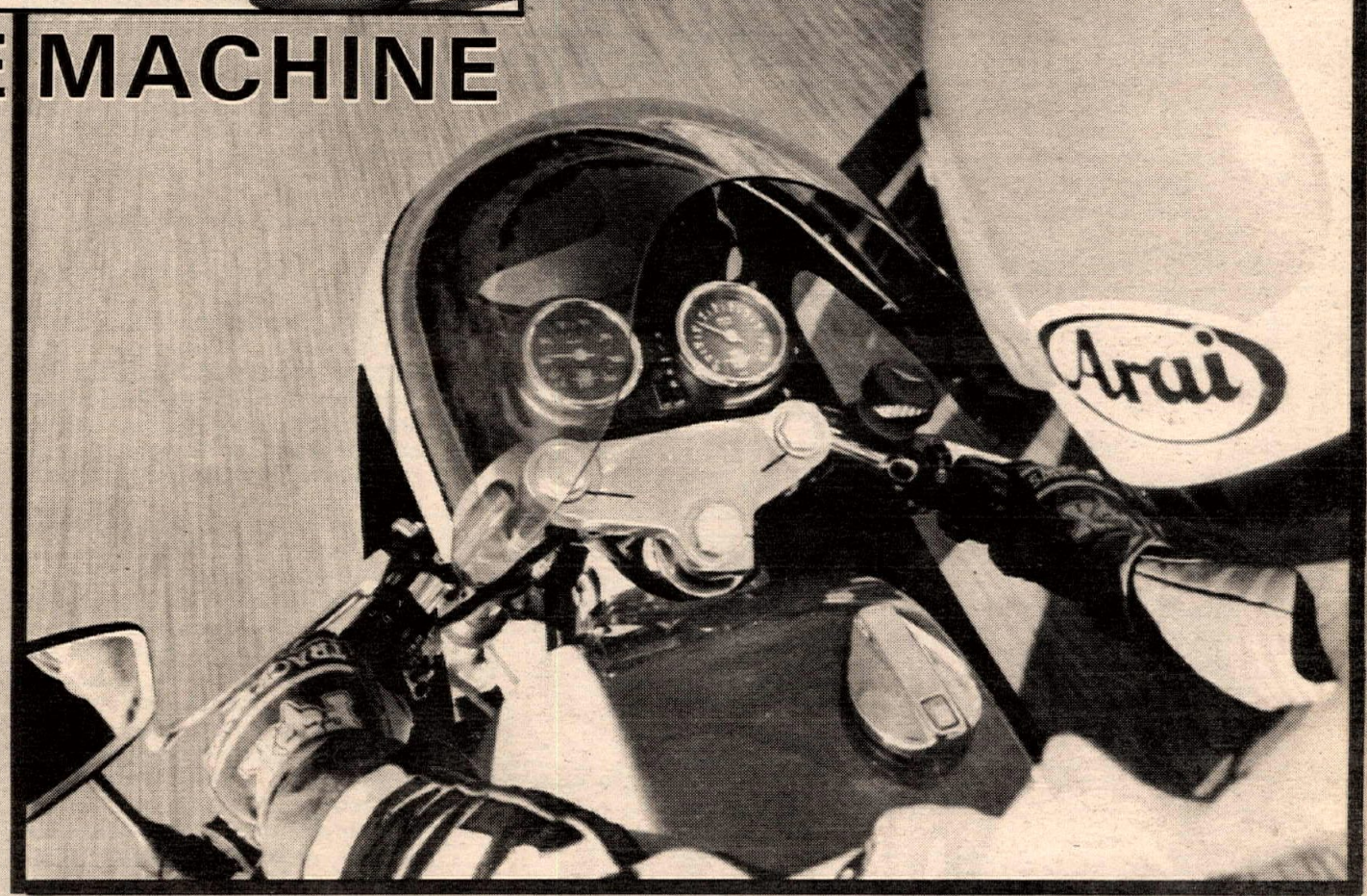
CYCLE NEWS

WEST Volume XX : Number 48 : December 14, 1973 $1.00

MV Agusta



850 TIME MACHINE



AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

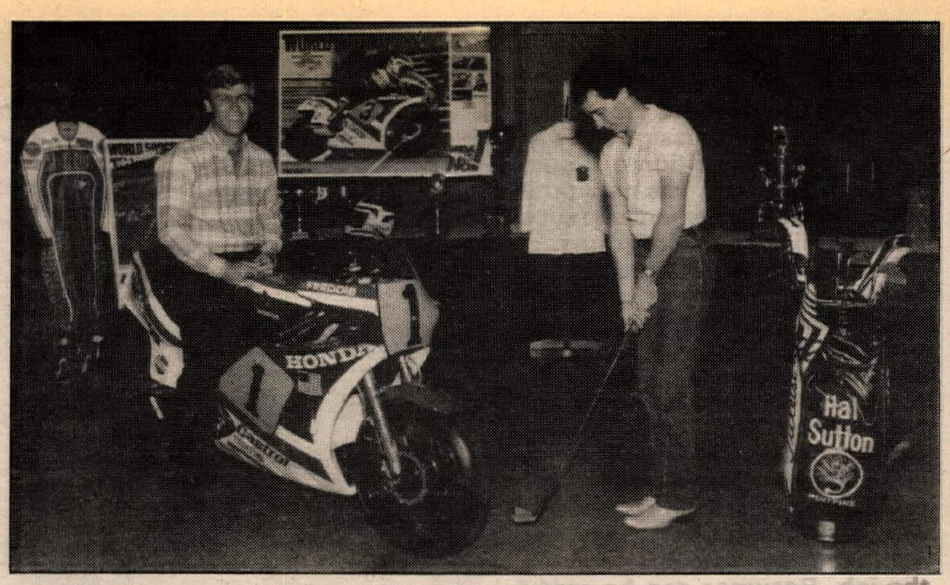
The "To Be Announced" half mile event on the AMA Grand National Championship/Camel Pro Series calendar will be held in Lima, Ohio.

Three Sierra Club members picketed the Bureau of Land Management's information trailer near the start of the recent Barstow to Vegas hare and hound. When it became clear that they were being ignored, the three left. They left without their picket signs, which read "Motorcycle Racers Go Home" and so on. The signs were just thrown on the ground, and more than one photographer got pictures of the trash. Papa is left to assume that the Sierra Club thinks racing motorcycles in the desert is an evil thing, but littering is A-OK. Papa also visited the site of the race's first gas pit, Razor Road, and could find no trace of recent litter.

We've learned that Wes Cooley will be back on Suzuki for the 1984 Superbike season. Cooley will ride a Yoshimura-sponsored bike in Superbike competition only— no F-1. We've also heard that New Zealand star Graeme Crosby will team with Cooley for Daytona.

Road racer Dave Aldana will be the guest on the December 11 radio version of *Motorcycle World with Larry Huffman*. The show is broadcast from 9-11 p.m. in southern California on KNEWS 1190 AM.

The AMA has announced the National dirt track and road race numbers for 1984. On the dirt track side, Randy Goss, of course, has the number one plate, while 1982 Champ Ricky Graham picked number three. Kenny Roberts is still listed as number two and Bart Markel, National Champion in 1962, '65 and '66 is on the books again with number four. Gary Scott retains number five. Recently retired Mike Kidd's number seven is still his, while number six is vacant. Number eight is Steve Eklund's, Jay Springsteen has the now-familiar number nine and Rookie of the Year Doug Chandler is number 10. We'll print a complete rundown of the numbers in a future issue, so have your scorecards ready.



World 500cc Road Racing Champion Freddie Spencer (left) and PGA player of the year Hal Sutton were recently honored by the City of Shreveport, Louisiana, with a special "Champions' Day."

The American Motorcyclist Association, having assumed administration of the Help 'N Hands rider assistance program in August, has announced that the program has been renamed International Help 'N Hands to better reflect its scope and to acknowledge the support it receives from the Canadian Motorcycle Association. International Help 'N Hands is a network of riders who stand ready to help fellow motorcyclists in distress. Members volunteer to be listed in a directory, indexed by phone number and city only. Anonymity is guaranteed, as names and addresses are not listed. For more information, write to International Help 'N Hands, P.O. Box 141, Westerville, OH 43081, or call 614/891-2425.

The American Motorcyclist Association has announced the formation of a new road race program for 1984 entitled the AMA Championship Cup Series. According to the AMA, the new series will be of national-championship stature and is designed to fill the gap between grass roots amateur competition and the AMA's presitgious Camel Pro Series. The AMA Championship Cup Series will be run on a regional basis and will culminate in a Race of Champions at Daytona International Speedway in October. All AMA Pro license holders, as well as competition members of WERA, AAMRR, AFM, FGPRA, CRRC, CRA, MRA and other road racing clubs may apply for a Championship Cup Series license. AMA membership will be required. In addition to an independent schedule of races, Championship Cup Series classes will be run at select AMA Pro-am events in 1984. Initially, Championship Cup Series races are planned only east of the Mississippi River, but expansion is planned in subsequent seasons. Roger Edmondson, former director of promotions with WERA, will direct the new program on behalf of the AMA. Interested riders and sponsors should call 912/598-0602 for more information, or write to 23 Middleton Road, Savannah, GA 31411.

There's a note elsewhere on this page about some of the new National numbers for AMA Grand National Championship/Camel Pro Series, and we forgot to mention one noteworthy thing. National number 57 now belongs to Tammy Kirk of Dalton, Georgia; the first woman to hold such a number.

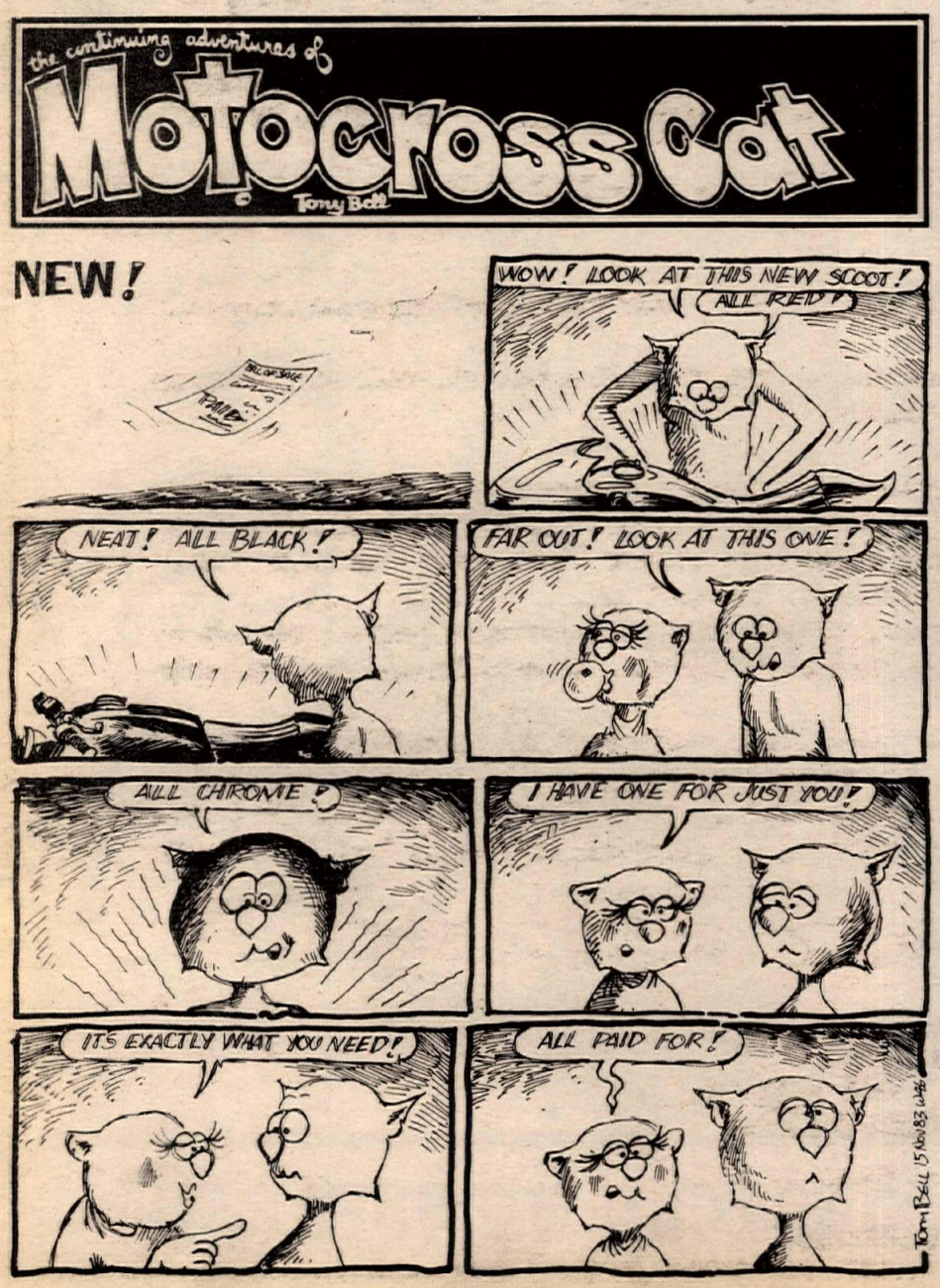
While the outdoor National MX situation remains unsettled, we've heard reports that some progress is being made. Ted Moorewood, promoter of the Saddleback National MX, said, "I had a telephone conversation with Wayne Moulton this morning (December 5) and as a result, I feel a lot better than I did last week. Wayne said he would try and get the rest of the outdoor promoters together, possibly in Las Vegas. The main thing is that the promoters have to have control of their own destinies."

The GNC folks held their Texas State MX Championship at Lake Whitney on the December 3-4 weekend, and over 500 riders took part. Honda rider Eddie Vreeland won the Mini Senior class, Carroll Richardson won the 125cc Expert laurels on a Kawasaki, Jerry Serber Jr. rode a Honda to the 250cc Expert win, and the Open Expert class fell to Yamaha-mounted Ron Dunfee. Complete coverage in an upcoming issue.

A reminder: Following the publication of issue number 50, the *Cycle News* advertising, production and editorial departments will be taking their annual vacation. They'll be gone from December 20 through January 4, 1984. The circulation and bookkeeping departments will stick around to handle any Christmas subs or financial matters.

"I turned down Honda's offer," said short track/TT specialist Mickey Fay in explaining why he was no longer part of Honda's dirt track effort. "I'll be riding Can-Ams next year, and I may be riding for Tex Peel, or Ron Wood."

In other news from the AMA, Professional Racing Director Wayne Moulton has announced a reorganization of the AMA's professional racing department "aimed at increasing AMA-sanctioned professional and Pro/Am competition



and improving the public visibility of the Camel Pro Series for 1984." Bill Boyce, former Professional Road Race and Dirt Track Manager, has been reassigned to the newly created position of Special Projects Manager. His new duties will include development and supervision of Pro/Am programs, expansion of the AMA's professional racing programs at a local and regional level and development and training of officials. In addition another new position, that of Professional Competition Manager, has been created. "We are looking for an administrator with a good knowledge of dirt track and road racing, who can work with the media," was Moulton's comment about the qualifications needed for the job. Resumes can be sent to Moulton in care of the AMA, P.O. Box 141, Westerville, OH 43081.

The good folks at BC Cycle Supply in Westminster, California, called Papa the other day with the information that their Christmas Special sale prices will be good until December 31. Apparently, the expiration date was originally intended to be in the ad, but somehow was lost in the printing process.

Papa is happy to announce a new face on the *Cycle News* advertising staff: Mike Spencer. Not to be confused with ex-road-racer (who works for American Honda) and no relation to Freddie that we're aware of, Spencer comes to *CN* with experience in selling autos, ads for the musical US Festival program, and from a recent stint at International Speedway, where he was also involved in sales work.

RATIO	ONE GAL GAS (3.79 L.)		TWO GAL GAS (7.57 L.)		3 GAL GAS (11.36 L.)		4 GAL GAS (15.14 L.)		5 GAL GAS (18.93 L.)	
GAS:OIL	CC OIL	OZ OIL	CC OIL	OZ OIL	CC OIL	OZ OIL	CC OIL	OZ OIL	CC OIL	OZ OIL
20:1	189	6.4	379	12.8	568	19.2	757	25.6	946	32.0
21:1	180	6.1	360	12.2	541	18.3	721	24.4	901	30.5
22:1	172	5.8	344	11.6	516	17.5	688	23.3	860	29.1
23:1	165	5.6	329	11.1	494	16.7	658	22.3	823	27.8
24:1	158	5.3	315	10.7	473	16.0	631	21.3	789	26.7
25:1	151	5.1	303	10.2	454	15.4	606	20.5	757	25.6
26:1	146	4.9	291	9.8	437	14.8	582	19.7	728	24.6
27:1	140	4.7	280	9.5	421	14.2	561	19.0	701	23.7
28:1	135	4.6	270	9.1	406	13.7	541	18.3	676	22.9
29:1	131	4.4	261	8.8	392	13.2	522	17.7	653	22.1
30:1	126	4.3	252	8.5	378	12.8	505	17.1	631	21.3
31:1	122	4.1	244	8.3	366	12.4	488	16.5	610	20.6
32:1	118	4.0	237	8.0	355	12.0	473	16.0	591	20.0
33:1	115	3.9	229	7.8	344	11.6	459	15.5	573	19.4
34:1	111	3.8	223	7.5	334	11.3	445	15.1	557	18.8
35:1	108	3.7	216	7.3	324	11.0	433	14.6	541	18.3
36:1	105	3.6	210	7.1	315	10.7	421	14.2	526	17.8
37:1	102	3.5	205	6.9	307	10.4	409	13.8	511	17.3
38:1	100	3.4	199	6.7	299	10.1	398	13.5	498	16.8
39:1	97	3.3	194	6.6	291	9.8	388	13.1	485	16.4
40:1	95	3.2	189	6.4	284	9.6	379	12.8	473	16.0
41:1	92	3.1	185	6.2	277	9.4	369	12.5	462	15.6
42:1	90	3.0	180	6.1	270	9.1	360	12.2	451	15.2
43:1	88	3.0	176	6.0	264	8.9	352	11.9	440	14.9
44:1	86	2.9	172	5.8	258	8.7	344	11.6	430	14.5
45:1	84	2.8	168	5.7	252	8.5	336	11.4	421	14.2
46:1	82	2.8	165	5.6	247	8.3	329	11.1	411	13.9
47:1	81	2.7	161	5.4	242	8.2	322	10.9	403	13.6
48:1	79	2.7	158	5.3	237	8.0	315	10.7	394	13.3
49:1	77	2.6	154	5.2	232	7.8	309	10.4	386	13.1
50:1	76	2.6	151	5.1	227	7.7	303	10.2	378	12.8

If you want to know how to measure gas/oil ratios to the nth degree, reader R.C. Carter of Tallahassee, Florida, has come to your rescue.

Welcome aboard, Mike!

Motocrossers in Arizona will be glad to hear that there will be a new track opening up at Firebird International Raceway near Phoenix. The first race will be December 18, with the gates opening at 7 a.m. and practice beginning at 8. Call Mike McIntyre for more information at 602/973-8401.

Tilson Shumate will attempt to set a new wheelie record at Ascot Park on December 6. Riding a Cagiva WRX200, Shumate will attempt to wheelie 100 miles and break the existing record of 61 miles set last year by Doug Domokos.

The 59th International Six Days Enduro will take place on October 1-6, 1984, in the countryside surround-

(Continued to page 13)

NATIONAL ENDURANCE

CHAMPIONS

TEAM HAMMER AND DERALE

BATTLE OF THE TWINS

CHAMPIONS

TEAM LEONI AND DERALE

When it comes to endurance racing, there is only one Number One, First Overall, *National Endurance Champion.* That's Team Hammer.

When it comes to Battle of the Twins, there's only been one Number One, First Overall, *National Champion* in the history of the class. That's Team Leoni's Jimmy Adamo.

And when it come's to reliable cooling, that's Derale.

Look at Team Hammer and Derale's 1983 record. Seventeen long, tough endurance races.The results? Team Hammer and Derale won the National Endurance Series and the North-eastern Endurance Championship. Team Hammer and Derale finished 15 races, and won five. The competition? Sixteen starts, ten finishes, six blown up engines. In reliability, Team Hammer and Derale don't have any competition.

Team Hammer has won with Derale Oil Coolers since 1980. Team Hammer isn't just sponsored by Derale: Team Hammer has worked closely with Derale to develop effective, reliable, state-of-the-art, Championship-winning oil coolers.

Team Leoni and Jimmy Adamo have dominated Battle of the Twins road races like nobody has dominated before. They've won 15 of 21 races in two years, both times taking the Championship by a huge margin.

Team Hammer and Team Leoni win races and championships with the same Derale Competition Oil Cooler you can buy for your bike. Look for Team Hammer's racebike on the box, and buy reliable cooling, buy Derale.

DERALE THANKS ALL THE RACERS AND THEIR MECHANICS
FOR MAKING MOTORCYCLE RACING THE BEST AND MOST EXCITING SPORT IN THE WORLD.
WE WISH YOU ALL A MERRY CHRISTMAS AND A HAPPY NEW YEAR.

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CYCLE NEWS WEST

America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Larry Theobald blows out a few cobwebs on the MV Agusta 850. For more on the bike, turn to p. 6. Photos by Lori Tyson and David Edwards.

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VOICES

Special thanks...

...to the View Finders gas pit two at the B to V hare & hound. You people really made my day. The extra tire and help to change it enabled me to finish. Unfortunately, I haven't been able to contact Brett Shaner with the Stump Jumpers to compensate him for the tire. Please publish my phone number so Brett can get ahold of me.

BOB O'BRYANT
213/701-5144
Reseda, CA

Abolish Coastal Commission

California Governor Duekmejian made it clear to the voters that it was his intent to abolish the Coastal Commission. On the surface that may raise a few eyebrows, so let's look under the surface: The Coastal Commission is to blame for the campsite limitation at Pismo Beach. They are also to blame for the fencing at Pismo, along with the barrier which is going to be constructed at Oso Flaco Creek to keep vehicles from driving down the beach south of the creek. The Green Sticker Fund owns a large parcel of property south of Oso Flaco Creek. That property, 2,000 acres south of the creek, will be made unusable by the construction of a fence. They have further restricted use from Pier Avenue south to Mile Post Two. That area is for street-legal vehicles only. We have responded by making dozens of street-legal three-wheelers.

The Coastal Commission has played a part in limiting vehicular access to the Guadalupe/Nipomo Dunes as well as requiring a "dune stabilization project" which is to be paid for by our Green Sticker Fund. That project was originally budgeted for over $2.4 million.

The Coastal Commission has not done us any favors. They have done their best to make our life as miserable as possible. It is time to let Governor Duekmejian know that we support his efforts to disban the Coastal Commission and would oppose any move by any faction to recreate under some form of new legislation. Let the Governor and your local state legislator know your feelings on the Caostal Commission. Our hope for their demise can only move forward by letting your legislator know your feelings.

(Name and address withheld by request.)

The F-2 Champ says...

I'd like to thank some of the people who contributed so much to my success this year: The great people at Sure Fire Distributing; Peter Brady at Bi-Star Racing; Stanley, Peter, Mark and Jim at Deus Ex Machina and Dunlop; my employers and fellow employees at Cycle Sport; Walter at Castrol Oil; Roger at Arai Helmets; Ron, Gene and Tom for their mechanical help; and Burt Bigoney for his guidance and dedication week after week.

My sincere thanks for the confidence you put in me, the sacrifices you made for me and the support and hard work you supplied to me.

RANDY RENFROW
Falmouth, VA

Baja acknowledgments

We would like to take this opportunity to publicly thank the sponsors that made not only our Class 30 win at the SCORE Baja 1000, but also our overall Class 30 Championship, possible. Without the help and support of Honda of Gardena, Spectro Oils, O'Neal USA and A & B Floor Covering, our entire effort would not have been possible.

Our thanks must also go to Markers; Max, Clarice, David and Jan, Ron Treat, the guys from MAG 7 and Norma and Stacy Prickett.

BOB PRICKETT &
TODD MARTELLA
Gardena, CA

In praise of Honda Vo-Tech

The Honda Vo-Tech five-day training classes which started in 1980 for high school teachers and instructors of community colleges and vocational centers has helped expand motorcycle training throughout the United States. The program has been so successful that instructors have traveled from as far as Okinawa, Japan, to attend classes at Honda's Training Center in Los Angeles. Those of us who have benefited would like to thank American Honda; our instructor, Fred Wing; and Dan Clark, Motorcycle training Program Administrator, for making these classes available and highly educational.

If you are into teaching and haven't gotten on the Honda Technical Training mailing list, drop Dan Clark a letter c/o American Honda, 100 W. Alondra Blve., Gardena, CA 90247. Plan on broadening your knowledge by attending a Vo-Tech class next summer. For those in the northwest, Vo-Tech classes have been taught in the Portland, Oregon, area and the reports are the training there is also outstanding.

PAT OWENS
Motorcycle Repair Instructor
L.A. Trade-Technical College

Thanks Pat

This morning I was riding through Berkeley on my way to work when I noticed that my Honda was in need of maintenance. After stalling at a light and putting up with generally sluggish performance, I made a mental note to do a tune up and sync the carburetors. Then a thought hit me. How do I know to do all of this? I learned it at L.A. Trade Tech.

It has been 10 years since I entered the Motorcycle Repair program at Trade Tech, with a love of motorcycles and a total lack of knowledge about what made them run. In two years, Pat Owens and his excellent crew of instructors had managed to instill enough motorcycle know-how in me that I was hired by a major shop the day after I graduated. After six years in the industry I moved on to other fields, but the knowledge stayed with me, as did the love of motorcycles.

What am I trying to say here? I guess that it's time that more of us stepped up and thanked Pat Owens and L.A. Trade Tech for the incredible amount of work and effort they put into making our sport all that it can be. I think we are all too willing to let a few people do the work while we sit back and reap the benefits. The list of Trade Tech grads that have gone on to do fine work in all aspects of the industry is legion. All of us need to stop what we are doing long enough to say "thanks Pat."

RICK HOLTZMAN
San Francisco, CA

To those who cared...

A sincere thank you on behalf of the ISDE Support Fund, Inc. to each and everyone of you who contributed to the 1983 fund. It becomes more expensive each year to send the team to Six Days and without your loyal support it would become impossible.

With 1983 behind us, let's jump on the bandwagon for 1984 with even *more* enthusiasm as we head for Holland — to win!

The attitude of support people was the greatest ever this year. We're glad to have each of you aboard the U.S.A. Support Team.

Be watching for our ad for t-shirts, sweatshirts, etc. for '84. They should be available soon after the first of the year.

Again, thanks to everyone who helped.

DICK & JOYCE FRANCE
ISDE Support Fund, Inc.
Fairmount, IL

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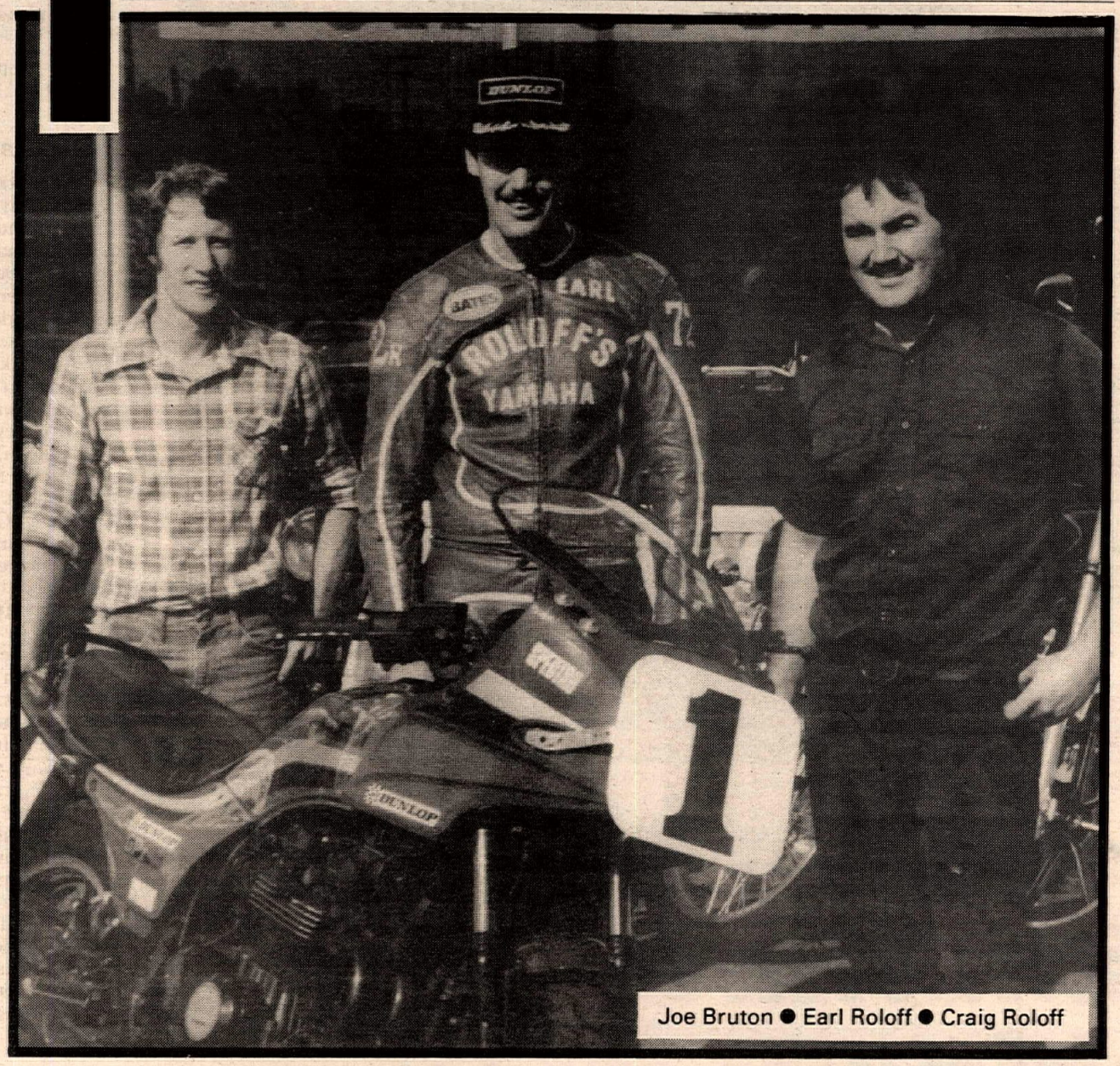
Seaweed Kawasaki Congratulates

"TEAM SEAWEED"



Joe Bruton ● Earl Roloff ● Craig Roloff

AFM California Championship
Number 1 Overall and 750 Box Stock Champion

EARL ROLOFF, on his Box Stock ZX750-A1, **INTERCEPTED** the competition 13 consecutive times at Sears Point, Willow Springs and Riverside Raceway to go UNDEFEATED for the 1983 AFM Series Season in the 750 Box Stock Class.

Thanks to Spectro Oil (a slippery outfit), Dunlop Tires (the best tires to lean on) and Kawasaki for building the fastest, best handling and most reliable 750 on the market.

S E A W E E D K A W A S A K I

730 Palm Avenue
Imperial Beach, CA 92032
(6 1 9) 4 2 3 - 0 0 7 3

1977 MV Agusta 850

Italian time machine

By David Edwards
Photos by Lori Tyson and Edwards

There are motorcycles and then there are, well, motorcycles. If you believe the dictionary, a motorcycle is a two-wheeled vehicle propelled by an internal-combustion engine and resembling a bicycle. Which sums things up with a certain neatness and efficiency, but doesn't really say much of anything.

Michael Lower's MV Agusta 850S certainly meets the clinical criteria for being a motorcycle. But if you look closely, past its two wheels and its internal-combustion engine, you'll see much, much more. It is, of course, Italian and shows that exclusviely Italian capacity for melding steel, aluminum and fiberglass into something that fairly exudes speed and romance and history and adventure. The bike was built in 1977, the road-going descendent of more than 25 years of European road racing experience, and if you look long enough and deep enough into the silver-and-red paint, you can see the darting, black-leather images of John Surtees and Mike Hailwood and Giacomo Agostini and Phil Read. Gaze a little longer and you'll see a sepia-toned montage of unfurling checkered flags, hoisted gold cups and flying champagne corks representing almost 40 individual World Championships and more than 4000 wins world-wide by MV riders.

Lower, a 45-year-old industrial security specialist and the L in WLT Racing, an AMA Superbike race team, sees all that when he stares into his 850 Agusta's blood-red gas tank. And a lot more. Lower spent two years tracking down a similar MV, only to have it whisked away to the Orient by a Japanese gentleman apparently unimpressed with his own country's more pedestrian offerings. Then earlier this year he found another example of the breed and after two weeks of coaxing and the exchange of almost $10,000, Lower had another Italian machine to add to a "stable" that already consisted of another MV, a Moto Guzzi LeMans and a 750SS Ducati.

"Eccentricity is something I think one should strive for," says Lower, trying to explain his fondness for the MV in particular and Italian bikes in general. "There's a certain degree of sameness to everything nowadays — from our cars to our kitchen appliances — and it's difficult to possess something unique. The MV is uncommon; it's unusual. And I like owning something unusual."

Unusual indeed. Only 375 examples of the 850 and its smaller sibling, the 750S America, were built before the Agusta family decided to stop assembling motorcycles in 1979 and devoted all their energies to manufacturing helicopters. Although the exact number of MV fours in this country is unknown, it's a sure bet that Lower won't have to worry about seeing himself going the other way on the freeway.

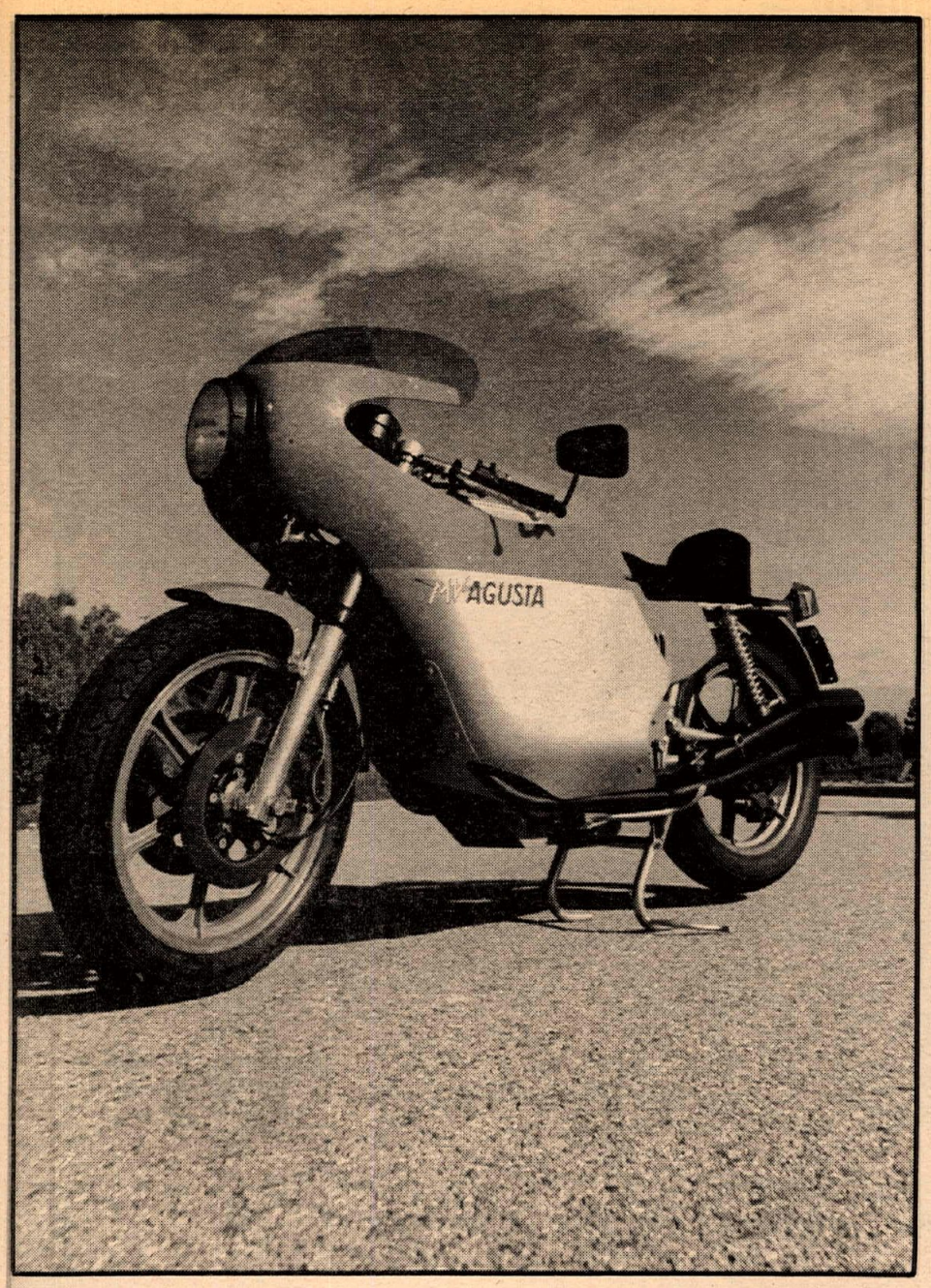
The power for all this Italian eccentricity is provided courtesy of a transverse in-line four secreted away behind the bike's slab-sided fairing. Displacing 832cc, the engine has double overhead camshafts driven by gear pinions that run between the middle cylinders. Horsepower figures aren't available, but a fair guess, using the America's figures as a guide, would be in the neighborhood of 85 bhp. Lower sums things up nicely when he says, "It starts out slow, but when other bikes are starting to sign off, it just keeps going. It goes a lot faster than I'm willing to ride."

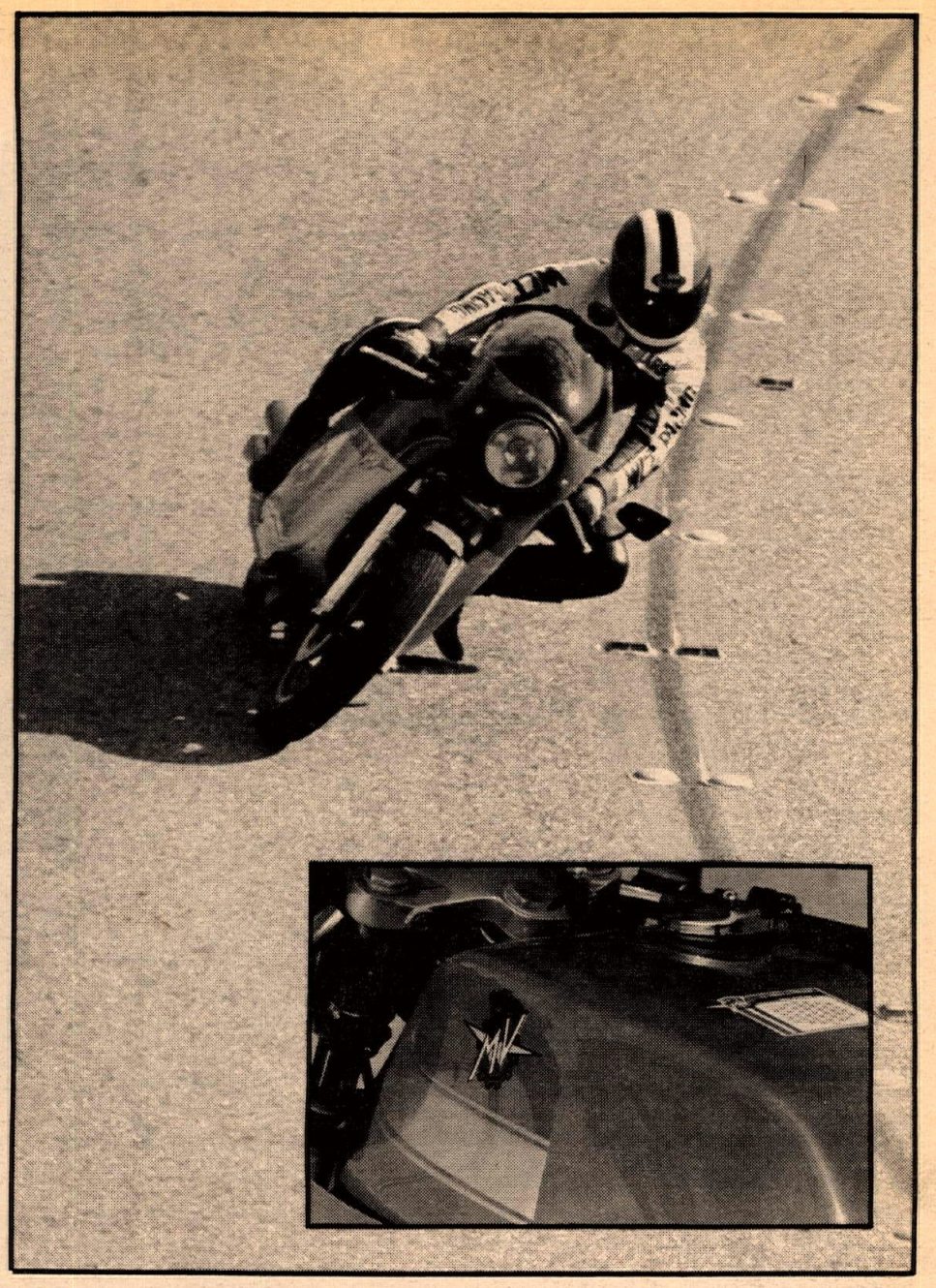
A five-speed transmission mated to a shaft final drive handles the drive-train duties, while three Brembo disc brakes are assigned the task of bringing the hefty 562-pound beast to a halt.

The first-time Agusta rider notices two things immediately. The bike's suede-covered seat is surprisingly cushy, and the fairing's rear edges occupy the space normally reserved for knees, forcing a rather splay-legged riding stance. Tall gearing and a balky clutch almost guarantee an embarrassing stall, a performance the battery and electric starting system (no kick) conspire to denounce, showing a decided reluctance to rekindle the engine's flame. Quirkiness, apparently, the price you pay for uniqueness. "The Italians are tempermental," says Lower in more of a statement than an explanation. "They have to be coaxed along until they determine that they want to do what you want them to do. They put a lot of that spirit into their machines."

Once underway, though, all the glitches are easily forgotten, blown away by the sound soaring out of the MV's sweeping megaphone-styled mufflers. A downshift and accompanying throttle blip brings a smile, and if the sound happens to be a little louder than is socially acceptable, well, that's probably a more telling statement about society than a deficiency of the bike's silencing system.

Still, the lovely sound wafting after the Agusta doesn't mask the fact that the MV is a 7-year-old bike with design roots stuck firmly in the early 1950s. What is it like to shepherd this rolling memorabilia machine down the road? The bike's unofficial caretaker, Larry Theobald, WLT Rac-

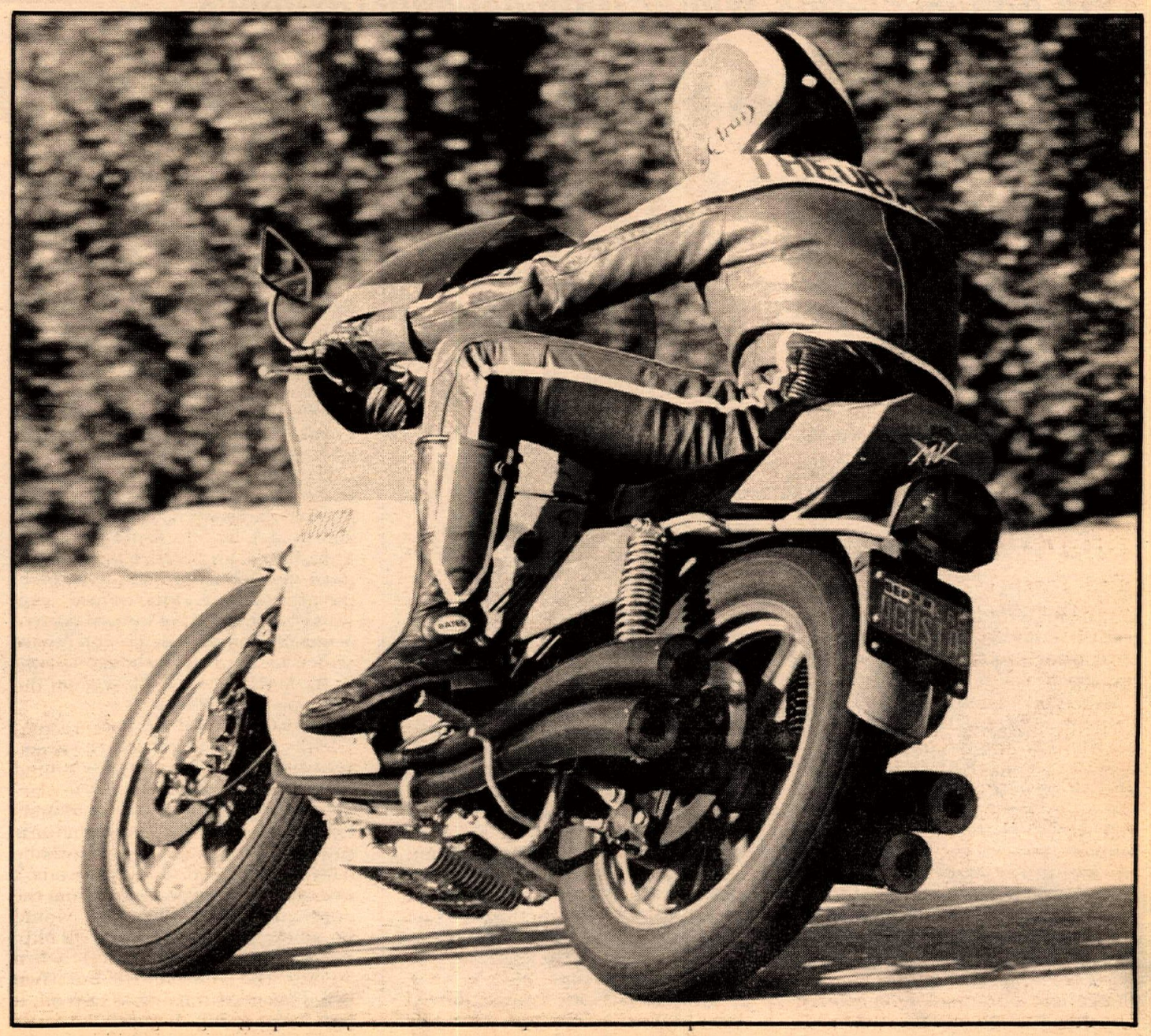


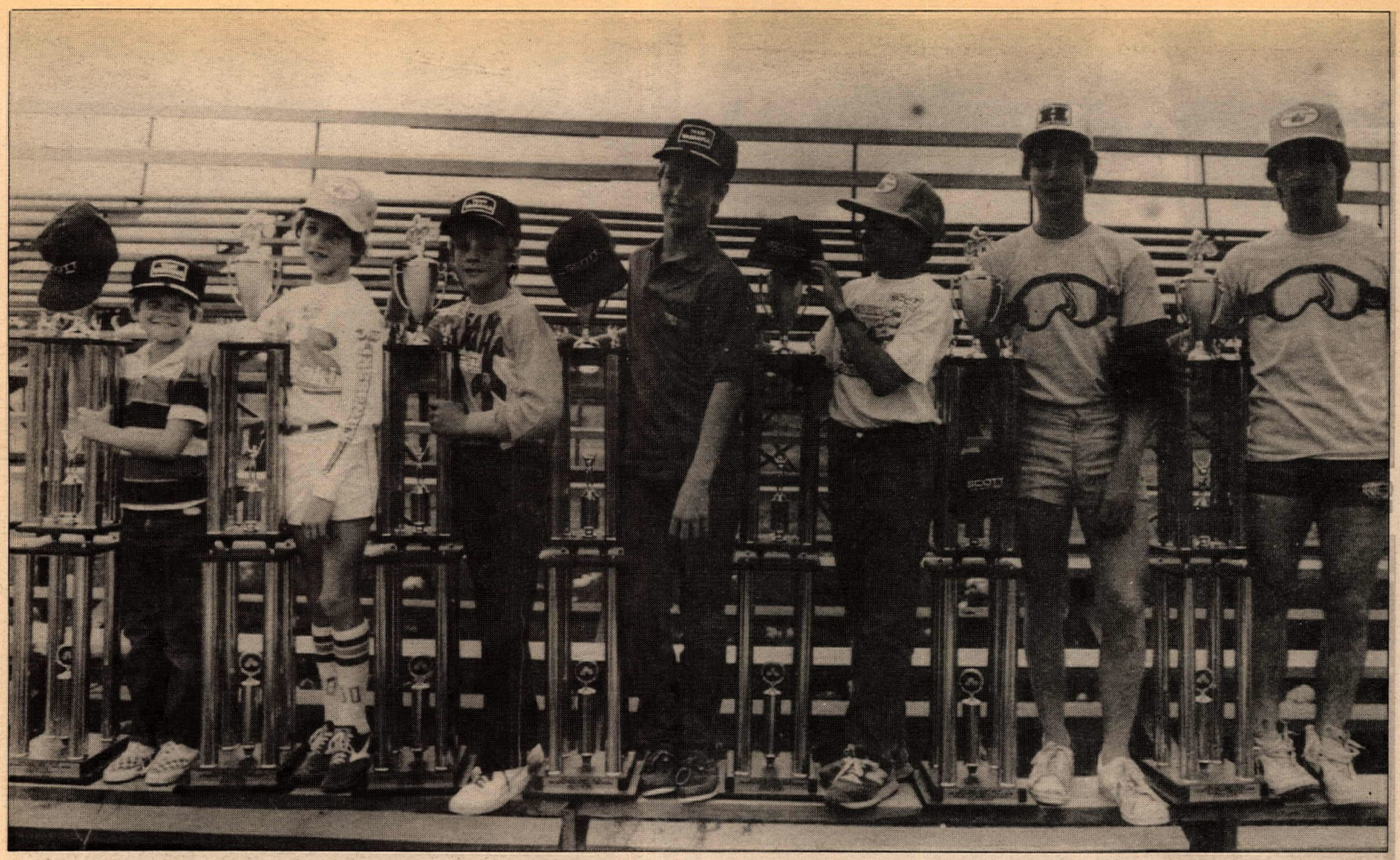


ing's T and the team's rider, sheds some light on the subject. "It's the most un-Italian Italian bike I've ever ridden," he says. "Compared to other Italian bikes, the geabox is almost Japanese in its precision. The controls have a very soft feel; you don't need the arms of Popeye to be able to squeeze the clutch or hold the throttle open. Braking feel and controlability are as good as anything I've ever ridden. The steering input needed is very light; it turns instantly."

In the capable hands of Theobald, hands that have guided the team's Interceptor to top-10 finishes in Superbike Nationals and steered Lower's Moto Guzzi to a win in the Stock class in Battle of the Twins competition, the MV may very well turn instantly. With someone of less acumen aboard, the bike just feels plain twitchy. And no wonder, really, with a weight approaching 600 pounds and a wheelbase smaller than that of a GPz550's. Factor in a strong sidewind pushing against the full fairing and you have the makings of a $10,000 handful. Fun, perhaps, at an easy back-road pace, but somehow the image of tossing all that irreplacable Italian hardware down the road keeps peg-dragging heroics at bay.

The MV's quirks don't bother Lower in the least. If you're a Point A to Point B kind of rider, you probably don't understand why a man could trade 10 grand for a two-wheeled vehicle propelled by an internal-combustion engine, unique or not. But if a motorcycle speaks to you of speed and romance and history and adventure, then you'll understand. And it's enough to know that silver-and-red MV Agustas, and bikes like them, are still cheerfully churning their way along the world's back roads on sun-dappled Sunday afternoons. ●





Left to right, the champs: Ross Dhayer (Pee Wee), Hank Moree (65cc 7-11), Damon Bradshaw (85cc 7-11), Ronnie Tichenor (12-13), Bobby Moore (14-15), Mark Crozier (Novice) and Eddie Warren (Expert). All competed in short track, TT scrambles, hare scrambles and MX events.

12th Annual Florida Winter National Mini Olympics

Bradshaw grabs Olympic gold

By Mike and Anne Adair

GAINESVILLE, FL, NOV. 23-27

North Carolina's Damon Bradshaw outrode over 400 riders from 29 states to earn the Trim Bronze Boot Award in the 12th Annual Florida Mini Olympics and Winter Nationals at Gatorback Cycle Park. Ross Dhayer, Hank Moree, Ronnie Tichenor, Bobby Moore, Mark Crozier and Eddie Warren shared the spotlight with Bradshaw as each was crowned champion in his age division. Twenty-one other riders were awarded championships in short track, TT, hare scrambles and motocross competition. Bradshaw said, "This is the first time that I have really had my act together. I had the equipment and support before, but this time I had the determination."

Kawasaki, Honda, Suzuki and Yamaha added prestige to the event by sending support teams and by providing savings bonds for the champion in each age division; $500 was given to the Pee Wee class winner, and $1,000 to the other division winners. In addition, each recipient was awarded a complete riding outfit courtesy of Hi-Point, Answer, Trim, Gold Belt, KRW, Scott, and Hannah Racing.

The long-running success of the Mini Olympics is in part due to its flexibility. This year the program was enhanced by an additional day of competition and expansion of the age groups. Competitors raced in Pee Wee, 65cc (7-11), 85cc (7-11), (12-13), (14-15), Novice Amateur and Expert Amateur divisions. The three new groups narrow the age span, reducing qualifying heats. But the most significant change was the relocation of the final three days of events to Gainesville's Gatorback Park. Promoter Bill West of SuperSports Promotions said, "This event deserves a National caliber facility, and at Gatorback we have more room, better terrain, better control and closer access to medical facilities."

Short Track

Eleven-time Mini Olympic competitor Nickie Fontana ended his Amateur career with complete domination of the 125 and 250cc Expert classes on the smooth 1/4 mile Ocala Speedway oval. The Hatfield and Jones Machine Works-sponsored rider rode his WKR bikes flawlessly. "On January 1, I get my Pro ticket," said the Louisiana speedster. "The Olympics have been a great experience, but it's time to move up."

As referee Freddie Ephrem herded the Pee Wee "gang" to the grid like members of his own family, he grinned and explained, "these little guys asked for a full eight laps like the big boys. They're really tough." Kentucky's Joel Barrow had to get around Kenny Yoho and Lenny Sauer in the final to make it two winning years in a row for his sponsor, Beauty Shack.

In a topsy-turvy 65cc division, Michigan's Brian Swink took the Stock win, and Larry Pegram took the Modified win, but New Hampshire's Robert Beach claimed the overall trophy with 2-3 finishes.

Pegram, an Amateur National Champion short tracker, returned to outclass the 85cc (7-11) Modified class aboard his Glenn Jordan/Riley Cycle Yamaha. "Larry will have to wait until next year, when he can reach the ground on a stock frame," said his father. Scott/Hi-Point/Maxima/Yamaha-sponsored Damon Bradshaw scored a 1-2 punch for the overall win in the Stock class. "Cliff Lett and the Yamaha Support guys were a big help," said the North Carolina rider.

Idaho's Lowell Thomson repaid his trip sponsor, Specialty Insulation, by earning two wins in the 85cc (12-13) division. "I had two worries," said Thomson. "First, I was afraid Ronnie Tichenor would catch me at the flag in the Modified class, and second, that someone would make a protest. David Meyers built the bike. It's stock, but no one believes that it can outrun the Kawsakis." In the Stock class, Thomson had to pass two former Bronze Boot winners, Larry Ward and Tichenor, for the win.

"Flyin'" Brian Thomson, Lowell's cousin, nearly made it a family sweep, winning the 85cc (14-15) Stock class, but Thomson tangled with Bobby Moore and went down in turn two after leading the Modified division. "It was all my fault," said Thomson. Moore, who raced for the title down to the final event in the '82 Olympics with Tichenor was off and running for the '83 crown. Mounted on a Danny Brown-tuned Team Green Kawasaki, Moore's Pro Trac/JT/PJ-1/Scott effort will be hard to beat. Vince DeVane, who is always a Mini contender, scored two seconds.

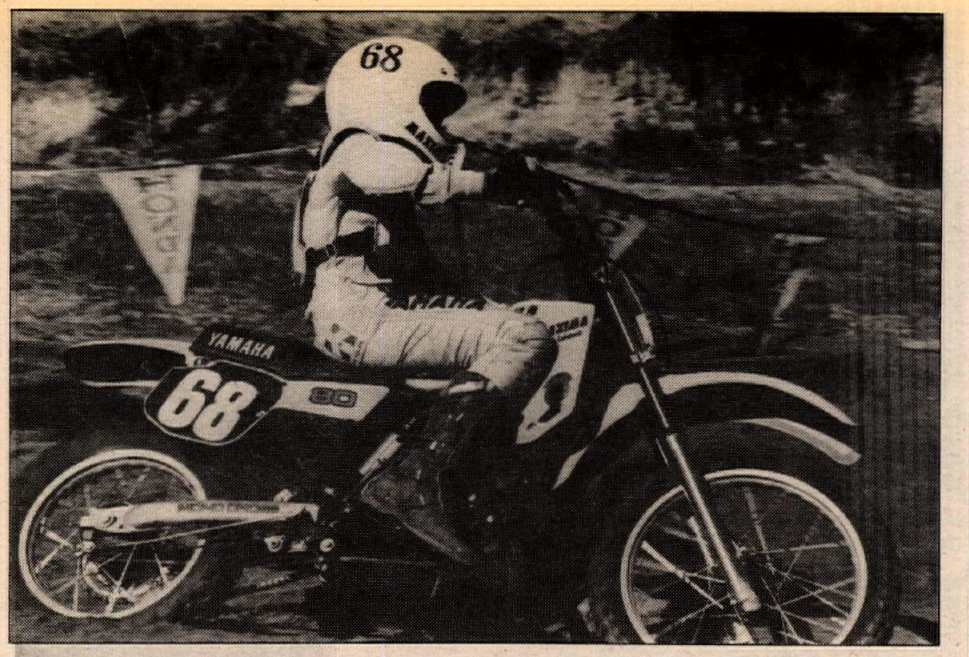
Fontana, who really had no competition in the Expert ranks, satisfied the fans instead with "feet on the pegs" sliding and a wheelie for each of his checkered flags. Kentucky's Brian Duncan and Michigan's Eddie Warren took the runner-up spots.

TT Scrambles

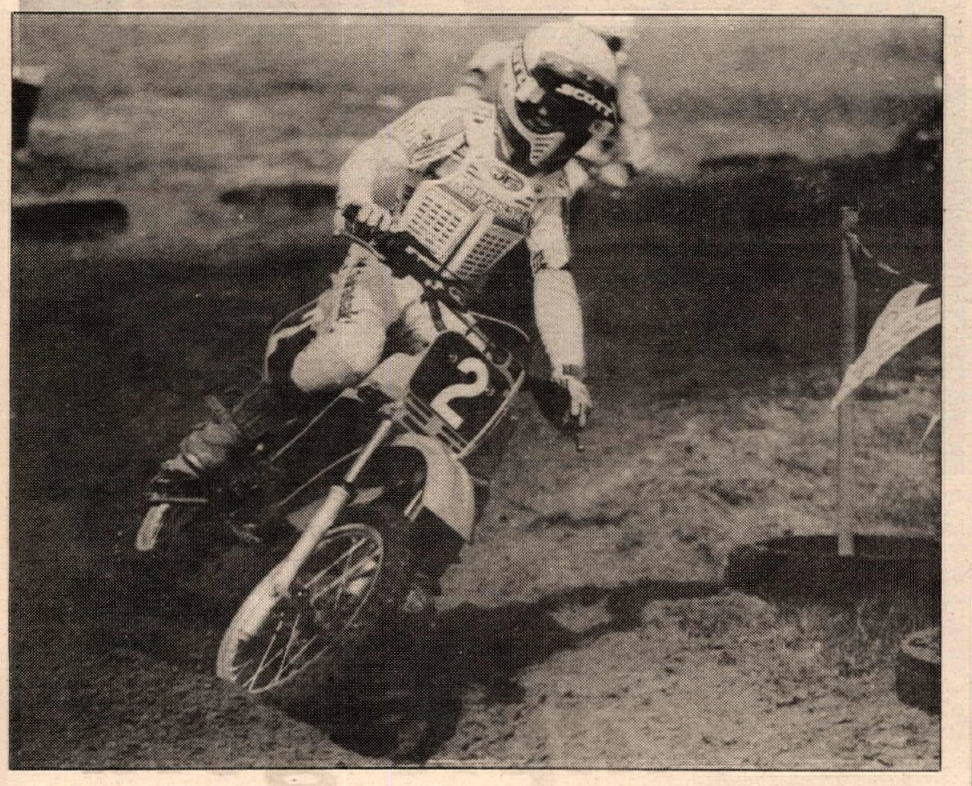
The SuperSports Promotions support team carved another thrilling TT circuit in Ocala Speedway's infield and as cloudy skies threatened, the staff worked against an 80 percent chance of rain, completing the program with time to spare.

Honda-mounted Brett Melton opened the 65cc (7-11) division with a Stock class lead, but Kawasaki Team Green's Hank Moree and Marty Vaughn ganged up on him. Moree took the Modified trophy and Vaughn walked away with the Stock and overall awards.

Damon Bradshaw's Yamaha roosted the 85cc (7-11) Stock class, then put a

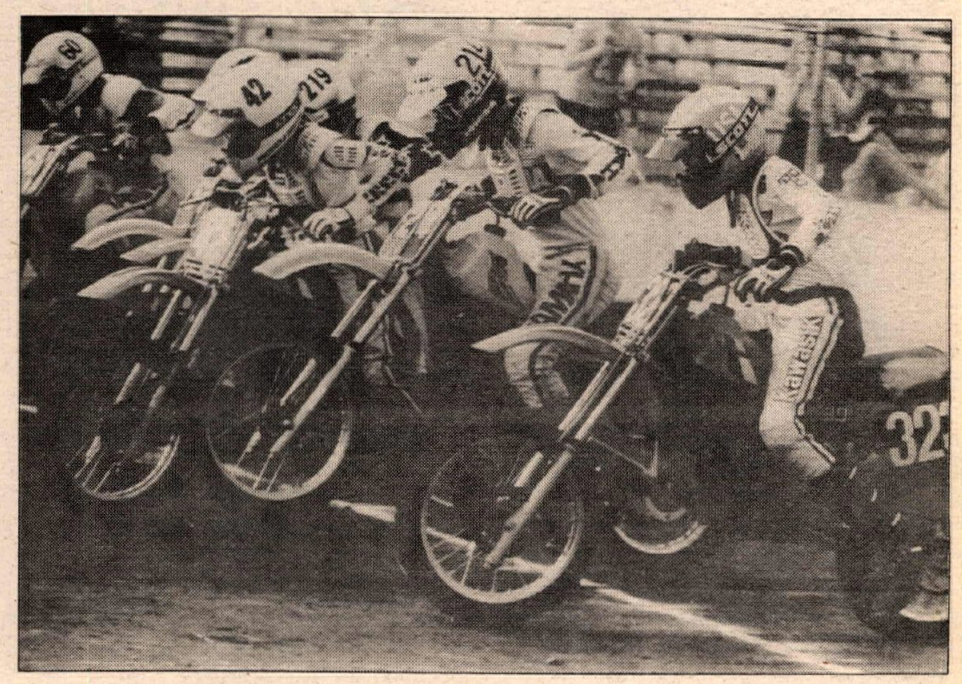


(Above) Despite an incident in the motocross, Damon Bradshaw won the Brass Boot. (Below) Bobby Moore tackles the motocross circuit.



Lowell Thomas and Ronnie Tichenor were friends off the track, competitors on it. Tichenor topped the 12-13 age group.

Larry Ward (323), Tichenor (214), Sean Duke (42) and Derrick Roe blast off the line during the TT segment of the event.



move on '82 Mini Olympics Champion, Junior Jackson, in the Modified class to make it two overall wins in as many days. "I've worn these white Trim pants both days," said Bradshaw. "I told Mom not to wash 'em 'cause they're good luck."

The defending Mini (12-13) class Champion, Ronnie Tichenor, rode his Cycle Springs/Hi-Point-sponsored Yamaha to an overall TT win after intense competition from Lowell Thomson, Larry Ward, John Kitsch and Glen Somerville. Thomson said later, "We raced so close that it scared me." Tichenor responded, "We just got our new YZs and the Kawasakis give us a fit on the top end."

Californian Eddie Hicks, in his first Olympics appearance, squeezed Bobby Moore and Mark Melton out of the first turn and led the 85cc (14-15) event flag-to-flag. "Yamaha's Mike Chavez set up this bike and it flies," said Hicks. Melton took on TT specialist Vince Devane in the Modified final until Hicks wedged in on the final lap for second and the overall. Melton said later, "Both my bikes came from Honda in the same crate. I picked the fastest one and entered it in the Modified class."

Andy Michner left his Michigan hocky team to ride in his first Florida event and in the 100cc Novice final stalked Shawn Noland before wrapping up the win. "Everything was wrong in the heats," said Michner, "but Dad and John Hunter sorted out the gearing and jetting for the main."

In an action packed 125cc Novice class, Illinois' Ken Ballmeier swept by Rod Marshall and Billy Whitley only to find Mark Crozier on his fender. Crozier said, "My Honda was just as fast, but he had clean air. I had to work to get inside him."

Kawasaki Team Green's Tommy Watts and Eddie Warren alternated wins in the Expert division. Watts' Billy Williard-tuned Hallman/Jones/Maxima-sponsored Kawasaki romped at will in the 125cc class ahead of Carroll Richardson, but Warren spoiled a Watts sweep by coing from behind to win the 250cc main. "Today's overall win was easier than short track," said Watts. "There we only had one set of tires for both bikes, and it kept us busy."

Hare Scrambles

Dave Coombs, the originator of the AMA National Hare Scrambles Series, laid out the best circuit ever used for a Mini Olympics event. "We had a wide selection of terrain near Gatorback," began Coombs. "We used obstacles that would challenge the older riders but at the same time not frustrate the younger Mini riders. Hare scrambles interest should grow — we don't want to discourage anyone."

Chris Marlin overcame a massive 85cc (7-11— stackup to persevere and become the eventual Modified winer. "Junior Jackson went down in the first turn, and I was lucky to avoid the pile," said the Cycle Springs Yamaha rider. Bradshaw extended his (7-11) point lead with a first in the Stock class but he "had to wrestle out of a briar patch" to do it.

In the 65cc (7-11) battles, Moree made up valuable ground that he lost in the short track, and a Modified win kept him ahead of Marty Vaughn in the Olympics quest. Vaughn topped the Stock class to stay in the running.

Defending Olympics champion, Larry Ward, couldn't hold on to Lowell Thomson and took second in the 85cc (12-13) Stock class. "The course was much improved this year," said Ward, "but after I crashed it was too hard to make up the time." Thomson said, "I was having a great race trying to be first to finish with Tichenor. The Yamaha guys gave us super pit stops." Tichenor was all alone in the Modified class. Washington's Rick Simmet tried to start in neutral, and then scampered back to second, past previous champion, John Kitsch, on the last lap.

Californians Eddie Hicks and Bobby Moore crossed the continent to mix it up in the (13-14) division. "I must have passed him five times," said Hicks, "but he led every time that we came by the girls at the scoring point." Hicks took the Modified class win and Moore the Stock win. Moore held a six-point lead over Hicks and Mark Melton going into the final event.

Michigan's Andy Michner rode a Yamaha to victory in the 100cc division.

Davey Coombs led the 125cc Experts past the pit area, but Kawasaki Team Green/Jones/Maxima-sponsored Bader Manneh dialed it on in the brush and emerged the eventual winner. Manneh explained, "Carroll Richardson was ahead of me, but my pit stop was quicker." Manneh has just made the jump from 80cc machinery but seemed right at home on a one-two-five.

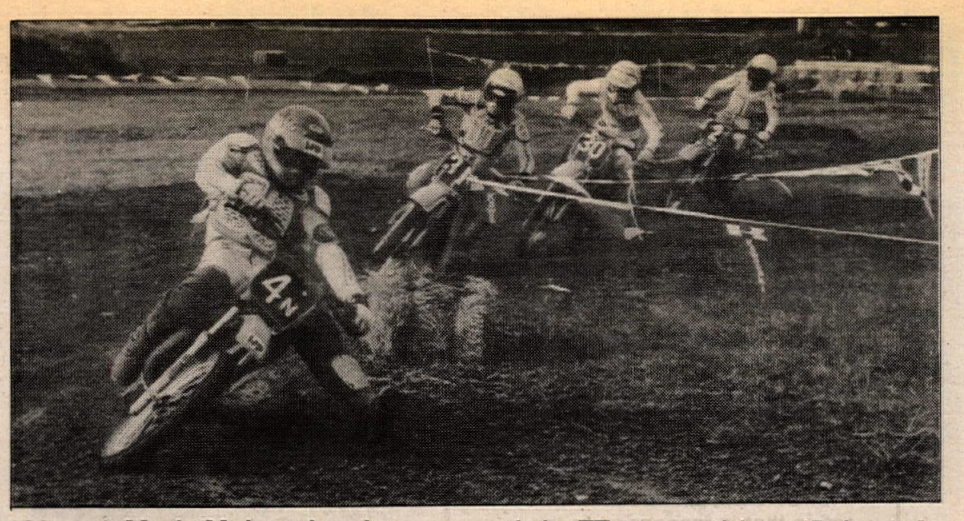
Motocross

Gatorback Park was trimmed with banners, accented by the large tents of the major manufacturers, and from the Stat Flight medical helicopter, resembled a giant carnival. Tight contests for the gold prevailed in all classes and the expanded schedule ran like a Swiss watch. The most suspense developed in the Yamaha pit with close friends Tichenor and Bradshaw almost tied in the quest for the Bronze Boot Award. Randy Bradshaw said, "The kids trained and went to school together last winter. This is the first time they have raced in the same class."

Joel Barrow lost the Pee Wee class lead in the first moto to Ross Dhayer, with Lenny Sauer closing in on second in the points race with the moto win. For the first time the Pee Wee class riders rode the same track as their older counterparts. Dhayer passed Sauer on the first lap to add the Olympics award to his AMA championship. "The MX event is my favorite," said the tiny Yamaha rider.

"Hammering Hank" Moree erased holeshots by Brian Swink and Brett Melton in the 65cc Stock and Modified events to take an Olympics division championship back to South Carolina. "My sponsors, Kawasaki, JT, Bell and Jones Goggles, are very generous," said the easy going Moree.

(Above) Bader Manneh (16) gets the gate in an MX heat. (Below left) Billy Whitley leads Mark Crozier. (Below right) Bradshaw and his happy folks.



(Above) Mark Melton heads up a pack in TT competition. (Below) A determined pack of Pee Wee riders literally attack the course.

Defending Champion Junior Jackson, blasted three 85cc (7-11) holeshots to upset Bradshaw's apple cart, but Bradshaw roared back to win two motos, finishing second to Jackson in Stock and Modified. "I almost blew the whole thing in the final Stock moto," said Bradshaw. "I landed flat, smacked the bars, lost my visor, got my goggles all tangled up, and for a while I thought I had lost the whole thing."

Washington state's Larry Ward and Glen Somerville reaffirmed the Kawasaki holeshot ability in the 85cc (12-13) motos, but Tichenor won both motos on day one to wrap up the division title and stay in the hunt for the Bronze Boot. Few knew that the Yamaha star rode with a 102-degree temperature, and had to be helped to his truck afterward. Ron Tichenor emotionally halted his son's quest before the final moto. "Ronnie's temperature is 104 now, and I won't let him ride — it's final. We got lots of races but only one Ronnie." Yamaha teammate Lowell Thomson won the moto and clinched the overall motocross (12-13) trophy.

Mark Melton's Mach-1/Scott/WP/Hi-Point/Support Honda broke the yellow and green color barrier with a moto win in the Modified division of the (14-15) class. Eddie Hicks topped the second Stock moto, but the MX overall and division Olympics Championship belonged to Bobby Moore. Moore relaxed later in his trailer and said, "The win is great and Dad said that he would put trick wheels and a paint job on my truck."

In the 100cc class, Andy Michner, Ron Flagg, Scott Ivey and Jack Collins swapped the lead, with Michner and Flagg taking the checkers and Michner the overall and Novice MX trophy.

In 125cc Novice action, Texan Billy Whitley ran down Mark Crozier in moto one and Rodney Radcliff in moto two for a class win. Crozier's patience resulted in his first Olympics division victory. "The track had gotten rough, and all I needed was third," said the Honda rider. "I'll be riding Expert after this."

Kawasaki stablemates Eddie Warren, Carroll Richardson and Tommy Watts led the point race in the Expert division, but Warren showed little mercy as he rode his American Competition/Hi-Point/Scott/Maxima-sponsored 125cc machine to wins in both motos and closed out the contest. "I couldn't have done it without Team Green's Danny Beckly," said the Michigan rider. "He kept my bikes going."

Rodney Barr put his Barr's Competition-prepared Yamaha ahead of Jeff Frisz and Warren, riding off with the opening 250cc Expert round. "I really wished I had ridden the short track," said Barr, "it took me out of the championship." Frisz rocketed off with the final moto's holeshot, with Barr mowing the weeds way off turn one. Warren took charge until Barr sorted things out for the win, with Watts moving up well for second. ●

Results

OLYMPIAD CHAMPIONS

PEE WEE: Ross Dhayer (Yam).
65cc (7-11): Hank Moree (Kaw).
85cc (7-11): Damon Bradshaw (Yam).
85cc (12-13): Ronnie Tichenor (Yam).
85cc (14-15): Bobby Moore (Kaw).
100/125cc NOV: Mark Crozier (Hon).
125/250cc EXP: Eddie Warren (Kaw).

SHORT TRACK

PEE WEE: 1. Joel Barrow (Yam); 2. Kenny Yoho (Yam); 3. Chris Allen (Yam); 4. Ross Dhayer (Yam); 5. Keith Pelletier (Yam).

65cc (7-11) STOCK: 1. Brian Swink (Kaw); 2. Hank Moree (Kaw); 3. Robert Beach (Kaw); 4. Martin Vaughn (Kaw); 5. Ashley Sharer (Kaw).

65cc (7-11) MOD: 1. Larry Pegram (Yam); 2. Robert Beach (Kaw); 3. Scott Williams (Hon); 4. Hank Moree (Kaw); 5. Butch Smith (Ka).

85cc (7-11) STOCK: 1. Damon Bradshaw (Yam); 2. Junior Jackson (Yam); 3. Robert Hunkapiller (Hon); 4. Kelly Hamilton (Yam); 5. Chris Marlin (Yam).

85cc (7-11) MOD: 1. Larry Pegram (Yam); 2. Damon Bradshaw (Yam); 3. Junior Jackson (Yam); 4. Ronnie LeBleu (Suz); 5. Chris Russell (Kaw).

85cc (12-13) STOCK: 1. Lowell Thomson (Yam); 2. Larry Ward (Kaw); 3. Ronnie Tichenor (Yam); 4. Chance Darling (Yam); 5. Greg Bowen (Yam).

85cc (12-13) MOD: 1. Lowell Thomson (Yam); 2. Ronnie Tichenor (Yam); 3. Rich Simmett (Kaw); 4. Chance Darling (Yam); 5. Greg Bowen (Yam).

85cc (14-15) STOCK: 1. Brian Thomson (Yam); 2. Vince Devane (Yam); 3. Bob Moore (Kaw); 4. Edward Cleveland (Yam); 5. Chris Fischer (Kaw).

85cc (14-15) MOD: 1. Bob Moore (Kaw); 2. Vince DeVane (Yam); 3. Eddie Hicks (Yam); 4. Brad Kadau (Kaw); 5. David Gravely (Kaw).

100cc: 1. John Lucia (Yam); 2. Scott Ivey (Yam); 3. Larry Duplechin (Yam); 4. Andrew Michner (Yam); 5. Jack Collins (Yam).

125cc NOV: 1. Mark Crozier (Hon); 2. Derrell Reeves (Yam); 3. Charlie Sullivan (Kaw); 4. Billy Whitley (Kaw); 5. Kenneth Ballmeier (Yam).

125cc EXP: 1. Nickie Fontana (Yam); 2. Brian Duncan (Suz); 3. Keith Turpin (Kaw); 4. Eddie Warren (Kaw); 5. Carroll Richardson (Kaw).

250cc EXP: 1. Nickie Fontana (Yam); 2. Eddie Warren (Kaw); 3. Jeff Glass (Hon); 4. Mark Brenner (Yam); 5. Tommy Watts (Kaw).

OVERALL

65cc (7-11): Robert Beach.
85cc (7-11): Damon Bradshaw.
85cc (12-13): Lowell Thomson.
85cc (14-15): Bobby Moore.
NOV: Mark Crozier.
EXP: Nicky Fontana.

TT SCRAMBLES

PEE WEE: 1. Ross Dhayer (Yam); 2. Keith Pelletier (Yam); 3. Joel Barrow (Yam); 4. Kenny Yoho (Yam); 5. Lenny Sauer (Yam).

65cc (7-11) STOCK: 1. Marty Vaughn (Hon); 2. Brett Melton (Hon); 3. Robert Beach (Kaw); 4. Hank Moree (Kaw); 5. Brian Swink (Hon).

65cc (7-11) MOD: 1. Hank Moree (Kaw); 2. Martin Vaughn (Hon); 3. Brett Melton (Hon); 4. Ashley Sharer (Yam); 5. Brian Swink (Kaw).

85cc (7-11) STOCK: 1. Damon Bradshaw (Yam); 2. Junior Jackson (Yam); 3. Dave Shade (Kaw); 4. Gene Naumec (Kaw); 5. Todd Neal (Kaw).

85cc (7-11) MOD: 1. Damon Bradshaw (Yam); 2. Junior Jackson (Yam); 3. Dave Shade (Kaw); 4. Gene Naumec (Kaw); 5. Danny Brettnacher (Kaw).

85cc (12-13) STOCK: 1. Lowell Thomson (Yam); 2. Ronnie Tichenor (Yam);3. Larry Ward (Kaw); 4. Sean Dukes (Kaw); 5. John Kitsch (Kaw).

85cc (12-13) MOD: 1. Ronnie Tichenor (Yam); 2. Glenn Somerville (Kaw); 3. John Kitsch (Kaw); 4. Colin Karcher (Kaw); 5. Lowell Thomson (Yam).

85cc (14-15) STOCK: 1. Eddie Hicks (Yam); 2. Bob Moore (Kaw); 3. Mark Melton (Hon); 4. Kenneth Elwood (Yam); 5. Brian Thomson (Yam).

85cc (14-15) MOD: 1. Mark Melton (Hon); 2. Eddie Hicks (Yam); 3. Vince DeVane (Yam); 4. Bob Moore (Kaw); 5. Chris Fischer (Kaw).

100cc: 1. Andrew Michner (Yam); 2. Sean Noland (Yam); 3. Jack Collins (Yam); 4. Kraig Constantine (Yam); 5. John Lucia (Yam).

125cc NOV: 1. Mark Crozier (Hon); 2. Ken Ballmeier (Yam); 3. Rod Marshall (Kaw); 4. Billy Whitley (Kaw); 5. Joey Woodworth (Yam).

125cc EXP: 1. Tommy Watts (Kaw); 2. Carroll Richardson (Kaw); 3. Brian McElroy (Yam); 4. Keith Turpin (Kaw); 5. Eddie Harron (Kaw).

250cc EXP: 1. Eddie Warren (Kaw); 2. Tommy Watts (Kaw); 3. Gerald Wood (Yam); 4. Jeff Glass (Hon); 5. Rodney Barr (Yam).

OVERALL

65cc (7-11): Marty Vaughn.
85cc (7-11): Damon Bradshaw.
85cc (12-13): Ronnie Tichenor.
85cc (14-15): Eddie Hicks.
NOV: Mark Crozier.
EXP: Tommy Watts.

HARE SCRAMBLES

PEE WEE: 1. Lenny Sauer (Yam); 2. Dan Farrell (Yam); 3. Joel Barrow (Yam); 4. Chris Allen (Yam); 5. Ross Dhayer (Yam).

65cc (7-11) STOCK: 1. Martin Vaughn (Kaw); 2. Brian Swink (Kaw); 3. Butch Smith (Kaw); 4. Ashley Sharer (Kaw); 5. Brett Melton (Hon).

65cc (7-11) MOD: 1. Hank Moree (Kaw); 2. Jeromy Buehl (Kaw); 3. Tody North (Hon); 4. Patrick Donaho (Kaw); 5. Chris Coker (Hon)./

Robert Hunkapiller (Hon); 3. Todd Neal (Kaw); 4. John VanSickle (Yam); 5. Greg Derickson (Suz).

85cc (7-11) MOD: 1. Damon Bradshaw (Yam); 2. Dave Shade (Kaw); 3. Gene Naumce (Kaw); 4. John Jordan (Hon); 5. Rob McGee (Kaw).

85cc (12-13) STOCK: 1. Lowell Thomson (Yam); 2. Larry Ward (Kaw); 3. Jimmy Woolridge (Kaw); 4. Greg Bowen (Yam); 5. Steve Childress (Kaw).

85cc (12-13) MOD: 1. Ronnie Tichenor (Yam); 2. Rick Simmett (Kaw); 3. John Kitsch (Yam); 4. Glenn Somerville (Kaw); 5. Bobby Jay Mann (Kaw).

85cc (14-15) STOCK: 1. Bob Moore (Kaw); 2. Brad Kadau (Kaw); 3. Eddie Vreeland (Hon); 4. Harold Matthews (Yam); 5. Peter Olson (Kaw).

85cc (14-15) MOD: Eddie Hicks (Yam); 2. Mark Melton (Hon); 3. Gary Paul (Yam); 4. Chris Fisher (Kaw); 5. Marty Glenn (Kaw).

100cc: 1. Andrew Michner (Yam); 2. Mark Williams (Yam); 3. Scott Ivey (Yam); 4. Jack Collins (Yam); 5. Kraig Constantine (Yam).

125cc NOV: 1. Billy Whitley (Kaw); 2. Mark Crozier (Hon); 3. Darryl Ahonen (Kaw); 4. Ron Flagg (Yam); 5. Kenneth Ballmeier (Yam).

125cc EXP: 1. Bader Manneh (Kaw); 2. Carroll Richardson (Kaw); 3. Gerald Wood (Yam); 4. Mark McLaren (Yam); 5. Jeff Frisz (Hon).

250cc EXP: 1. Rodney Barr (Yam); 2. Bruce Buerk (Yam); 3. Eddie Warren (Kaw); 4. Kevin Foley (Yam); 5. Tommy Watts (Kaw).

MX

PEE WEE: 1. Lenny Sauer (Yam); 2. Ross Dhayer (Yam); 3. Dan Farrell (Yam); 4. Keith Pelletier (Yam); 5. Joel Barrow (Yam).

65cc (7-11) STOCK: 1. Hank Moree (Kaw); 2. Brian Swink (Kaw); 3. Martin Vaughn (Kaw); 4. Brett Melton (Hon); 5. Butch Smith (Kaw).

65cc (7-11) MOD: 1. Hank Moree (Kaw); 2. Martin Vaughn (Kaw); 3. Brian Swink (Kaw); 4. Brett Melton (Hon); 5. Ashley Sharer (Kaw).

85cc (7-11) STOCK: 1. Junior Jackson (Kaw); 2. Damon Bradshaw (Yam); 3. Dave Shade (Kaw); 4. Chris Marlin (Yam); 5. Todd Neal (Kaw).

85cc (7-11) MOD: 1. Junior Jackson (Kaw); 2. Damon Bradshaw (Yam); 3. Chris Marlin (Yam); 4. Gene Naumec (Kaw); 5. Todd Neal (Kaw).

85cc (12-13) STOCK: 1. Ronnie Tichenor (Yam); 2. Lowell Thomson (Yam); 3. Larry Ward (Kaw); 4. Jimmy Woolridge (Kaw); 5. Bobby Jay Mann (Kaw).

85cc (12-13) MOD: 1. Lowell Thomson (Yam); 2. Larry Ward (Kaw); 3. Jimmy Woolridge (Kaw); 4. Greg Bowen (Yam); 5. Colin Karcher (Kaw).

85cc (14-15) STOCK: 1. Bob Moore (Kaw); 2. Eddie Hicks (Yam); 3. Mark Melton (Hon); 4. Vince DeVane (Yam); 5. Rod Marshall (Kaw).

85cc (14-15) MOD: 1. Bob Moore (Kaw); 2. Mark Melton (Hon); 3. Eddie Hicks (Yam); 4. Vince DeVane (Yam); 5. Brad Kadau (Kaw).

100cc: 1. Andrew Michner (Yam); 2. Ron Flagg (Yam); 3. Scott Ivey (Yam); 4. Sean O'Harra (Kaw); 5. Sean Noland (Yam).

125cc NOV: 1. Billy Whitley (Kaw); 2. Mark Crozier (Hon); 3. Kenneth Bollmeier (Yam); 4. Darryl Ahonen (Kaw); 5. Jeff Fisher (Suz).

125cc EXP: 1. Eddie Warren (Kaw); 2. Carroll Richardson (Yam); 3. Tommy Watts (Kaw); 4. Rodney Barr (Yam); 5. Keith Turpin (Kaw).

250cc EXP: 1. Rodney Barr (Yam); 2. Tommy Watts (Kaw); 3. Jeff Frisz (Hon); 4. Gerald Wood (Yam); 5. Bruce Buerk (Yam).

OVERALL

PEE WEE: Lenny Sauer.
65cc (7-11): Hank Moree.
85cc (7-11): Junior Jackson
85cc: 12-13): Lowell Thomson.
85cc (14-15): Bob Moore.
100/250cc NOV: Andrew Michner.
125/250cc EXP: Rodney Barr.

RIDE THE SUPERCROSS SERIES!

The 1984 Supercross tour will be conducted by INSPORT. This new organization has been formed to manage the Supercross Series and create the very best Supercross racing possible.

INSPORT will be officiating and conducting the Supercross series for PACE Management, Stadium Motorsports Corp., Supersports, New West Productions, Racer Promotion, E.S.P. Inc. and Delta Motorsports in 1984. INSPORT will provide an organization that is responsive to the need for rapid decision making, be more flexible and located in Southern California to maximize communications with manufacturers, after-market suppliers and the enthusiast press.

REGIONAL QUALIFIERS

INSPORT believes that each Supercross should showcase the best motocrossers available to compete. Good racing and quality production in prestige facilities will generate the fan and national TV support that will cause the sport to grow. To achieve a race field that is the most competitive possible, regional qualifiers will be conducted prior to each Supercross. Riders from all of the various pro licensing bodies may pre-qualify to race an INSPORT Supercross. From these regional qualifiers the top riders will advance to preliminary qualifying motos to be run at the stadium on Supercross race day. INSPORT Special Invitations may be extended up to 6 qualified riders. The top 32 available riders from the 1983 Wrangler Supercross standings will be invited to participate in the Anaheim event as seeded riders and need not ride regional qualifiers. The remaining Supercross events will seed the top 32 riders available from the current point standings.

RACE FORMAT

The 1984 Supercross races will be exciting by featuring the top contestants and a format that gives riders several opportunities to make the Main Event Final. After the preliminary qualifying motos (which determine the balance of the field), the feature program begins. Four heat races, of ten laps each, made up of eight riders from the current Supercross standings and seven riders from the qualifiers for a total of 15 in each heat race.

Heat race finishing positions 1-4 transfer directly to the Main Event. Heat positions 5-15 transfer into one of two semi-final races, consisting of ten laps each. The top two finishing riders in each of the semi's transfer to the Main Event. Semi-final positions 3-12 transfer to the Last Chance, 5 lap consolation race where only the winner transfers to the Main Event. The championship final Main Event is 20 laps with 21 riders competing.

POINTS SYSTEM

Riders will earn1984 Supercross Series Championship points as follows:

Heats		Semi
1st - 6		1st - 3
2nd - 4		2nd - 2
3rd - 2		3rd - 1
4th - 1		
Final		
1st - 25	11th - 10	
2nd - 22	12th - 9	
3rd - 20	13th - 8	
4th - 18	14th - 7	
5th - 16	15th - 6	
6th - 15	16th - 5	
7th - 14	17th - 4	
8th - 13	18th - 3	
9th - 12	19th - 2	
10th - 11	20th - 1	

Rider Entry Fees will be $35 for each Supercross event. This includes the rider entry pass and two (seat) tickets. Mechanics Entry Fee, (back gate, pit pass) will be $15 for each event. For more convenience of those working all Supercross events, a full season back gate, photo I.D. pass, may be purchased by the team members (riders and mechanics) and/or may be purchased by the team members (riders or mechanics) and/or associates. This will eliminate waiting in line at each event.

INSPORT will publish an official Supercross Championship Rule Book that will be available to all riders at no charge (with 1984 license) in December 1983.

INSPORT will establish a professional Supercross Council to make sure that the program operates smoothly, safely and provides the best competition. Manufacturers, after-market suppliers, and promoters have been invited to participate on this council.

LICENSING & ENTRIES

INSPORT will license riders participating in its Supercross events. Licensing requirements, fees and other rider regulations are covered in detail in the Rule Book.

The top riders from 1983 have been sent Entry Forms for Anaheim. Those riders participating in the qualifier events will be sent Supercross entry forms once they have qualified at the regional races. Complete Supercross race day information will be supplied to each rider upon acceptance of their entry.

Questions on the qualifier system, upcoming qualifying events, licenses and entries may be answered by calling the 24 hour recorded phone information number (714) 494-3684.

MANAGEMENT

Gene Trobaugh is the INSPORT Executive Director. He is well qualified to manage INSPORT with over 18 years of experience in the motorcycle industry and 16 years at U.S. Suzuki in sales and marketing positions, most recently as Vice President, Marketing. A top priority of INSPORT, will be to help promote more motorcycle sales thru increased crowds and media coverage. In December Mr. Trobaugh will be hiring several professional staff members as well as clerical staff for INSPORT. Anyone interested in employment with INSPORT should send a resume to INSPORT. Address below.

SPONSORS

INSPORT is currently negotiating with several sponsors for Point Fund and Special Contest Prize money.

At this time, the Coca-Cola Catapult Longest Jump of the race is confirmed. The rider who lands the furthest down the track off the Coca-Cola obstacle at each INSPORT event will receive $1,000.

Miller High Life will sponsor the "Miller Masters" near the end of the season. This is a special event with a $30,000 first place and $50,000 total purse. Contestants will be the winners of each 1984 INSPORT Supercross event, the outdoor 125, 250 and 500cc champions, the world champions and the national champions from countries such as Australia, Canada and Japan. This race of the Miller Masters will offer the largest first place special race payout in Supercross history.

INSPORT is in negotiations with Wrangler for the 1984 tour to be the Wrangler Supercross Series. Wrangler has been a valuable sponsor for Supercross the past two years and INSPORT hopes that this association can continue in 1984.

SUPERCROSS CALENDAR

15 SUPERCROSS EVENTS

PHASE ONE CONFIRMED DATES

Jan. 28
Anaheim Stadium

Feb. 11 & 12
Seattle Kingdome

March 3
Atlanta Stadium

April 14
Dallas Cotton Bowl

April 28 & 29
Pontiac Silverdome

May 5
Kansas City, Arrowhead

PHASE TWO DATES TENTATIVE UNTIL 1/9/84

After the spring football schedule is published more events will be firmly scheduled between May 12 and August 11. Target cities and dates for these events will include the following:

May 19
Orlando Tangerine Bowl

June 2
Pasadena Rose Bowl

July 14
Washington D.C.

TBA
Pittsburgh Three River Stadium

TBA
Boston Foxboro

TBA
Houston Astrodome

TBA
Buffalo, Denver or Minneapolis

PHASE THREE DATES TENTATIVE UNTIL 4/30/84

After the NFL schedules are published in April, these last events will be set. There will be three sites in the fall series after the two month break August 11-October 5. Target cities are:

Oct. 6-Nov. 10
Oakland/Coliseum

Oct. 6-Nov. 10
L.A. area event

Oct. 6-Nov. 10
San Diego Stadium

If any of the above three are not finalized, Sacramento Cal Expo may be added to the tour.

Scheduling: INSPORT will make every effort to avoid problems with travel schedules and dates that might adversely effect the AMA Outdoor Championship Series.

PROCEDURES FOR NON-SEEDED RIDERS TO QUALIFY

The top 48 riders in the 1983 Wrangler Point Fund standings have been invited and the top 32 of those returning entries will be seeded into the heats (8 per heat). In addition INSPORT has the choice of six qualified riders per event and the balance of 22 slots are allocated for regional qualifying and preliminary motos so INSPORT achieves the maximum caliber riders and a full field.

The additional riders can gain the experience of riding a Supercross track with two preliminary qualifying motos to be held prior to the main program as necessary. At Anaheim both CRC and CMC will qualify riders via regional races. These riders will then ride in a stadium moto with the top riders in those preliminary motos seeded directly in the regular program heats and thus fill the 60 man field.

ANAHEIM QUALIFIERS

CRC (213) 830-7519
Dec. 11 Saddleback
Dec. 18 Indian Dunes
Jan. 8 Saddleback
Jan. 15 Indian Dunes
Jan. 27 Saddleback

CMC (714) 261-6116
Jan. 2 Saddleback
Jan. 8 Saddleback
Jan. 15 Hollister Hills
Jan. 21 Huron Cycle Park

SEATTLE QUALIFIERS

Jan. 15
Horn Rapids ORV Park
Richland, WA
(509) 248-1472

Jan. 21
Woodland Race Track
Woodland, WA
(503) 667-5701
(206) 225-8615

Jan. 29
Seattle International Raceway
(206) 631-1550/631-2296

ATLANTA QUALIFIERS

SUPERSPORTS (813) 822-8929
Florida Winter Series
Jan. 28 Gainesville, FL
Feb. 5 Orlando, FL
Feb. 12 West Palm Beach, FL
Feb. 19 Jacksonville, FL

INSPORT
INTERNATIONAL SPORTS

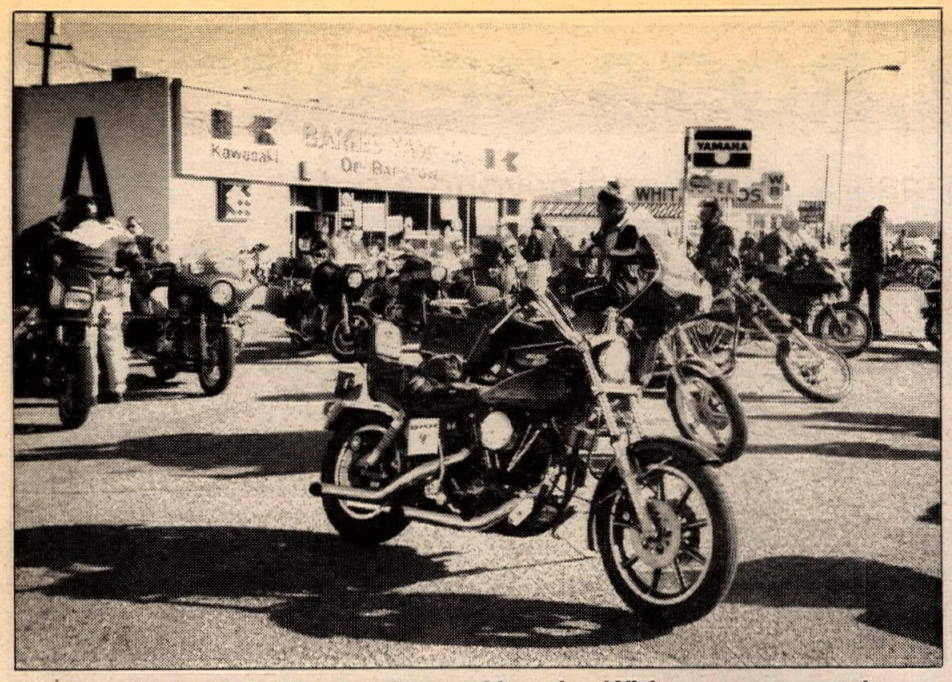
INSPORT INFORMATION REQUEST FORM

INSPORT complete information on dates, licensing, Rule Book and qualifying races is available upon request. Check the materials you need and send this coupon to INSPORT.

_____ Information on ATC & Odyssey races at Supercross
_____ INSPORT Rule Book
_____ Pro License Requirements
_____ 1984 Schedule
_____ Supercross Qualifier Race Information
_____ 1984 Amateur Supercross National Championship

Name: _____
Address: _____
State: _____ State: _____ Zip: _____
Day Phone: ( ) _____ Are you a pro rider? _____ yes _____ no
Age: _____ Do you race with _____ CRC _____ CMC _____ AMA _____ NMA

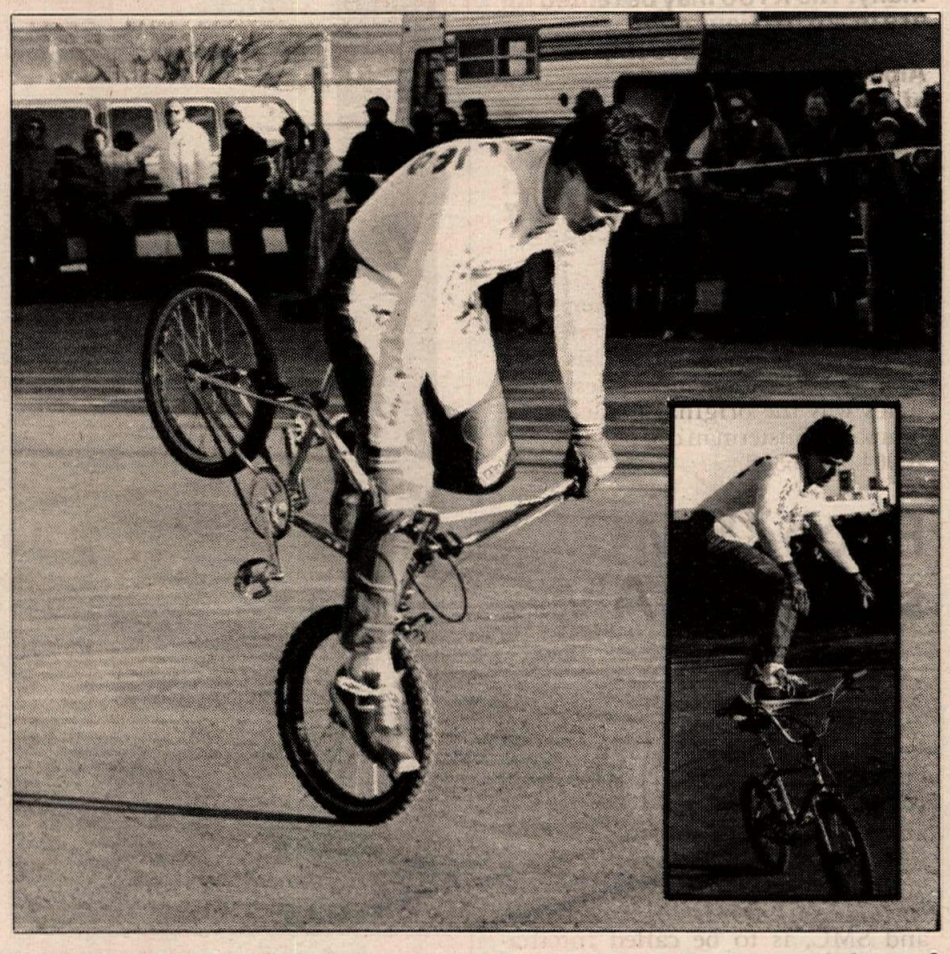
Enclose a stamped, self addressed business size envelope and mail this coupon to: INSPORT, 17871 Bishop Circle, Villa Park, CA 92667. 24 Hour recorded information: (714) 494-3684



The ride began in Barstow at Barnes Yamaha. With temperatures close to the freezing point, hot coffee was in great demand.

The Victor McLaglen Motor Corps forms a Harley-powered pyramid for the finishers at the last checkpoint in Las Vegas.

Wheelie artist Kerry Day was on hand at the finish to provide riders with a demonstration of his mono-wheel antics.



Not to be outdone, bicycle star Brian Scura put on a leg-powered show of his own. Handlebar handstands are also part of Scura'a repertoire.

700 ride B-2-V road run

By Harry Fisher
Photos by Skip Johnson and Fisher

BARSTOW, CA/LAS VEGAS, NV, NOV. 26

The weather was at the freezing mark at the starting point, but that didn't stop over 700 hardy road riders from participating in the AMA D-37-sanctioned B-2-V Poker Run hosted by the Victor McLaglen Motor Corps.

The run began at Barnes Yamaha in Barstow, where the entrants were hosted with hot coffee donated by the Husky Truck Stop and donuts supplied by the King 8 Hotel and Gambling Hall, Las Vegas. The Mixed Breeds Motorcycle Club assisted the Victor McLaglen Motor Corps with a very smoothly run sign-in and first checkpoint.

Entrants came from as far away as Utah, Arizona, and Sacramento. There were 702 sign-ins and one cat (didn't sign in). The cat has attended most of the poker runs put on in southern California this year, and didn't want to miss out on this one.

First checkpoint was at Baker and the route there was up Interstate 15. Along the route, and at Baker, the riders watched the riders in the Barstow to Vegas race; who incidentally, seemed to be going as fast as the road riders. The ride then went towards Shoshone, turned right, and stopped at Pahrump. The townspeople really got a charge from watching all the motorcycles pass through town. Then they went on toward Pop's Oasis in Jean, Nevada. There, again, the riders were treated to hot coffee. The temperature rose to about 57° and was getting more pleasant.

The finish was at the King 8 Hotel and Gambling Hall where the riders spun their final number on the poker wheel in the parking lot, then had more festivities. Brian Scura put on a super show on his specially built bicycle, doing handstands on the handlebars, jumping another bicycle rider without any ramps, riding backwards, and many other difficult tricks. Kerry Day, an accomplished wheelie expert, put his motorcycle through some pretty difficult maneuvers on the back wheel — he's apt to be a strong contender to Doug Domokos' world titles. All this was followed by a 30-minute performance by the Victor McLaglen Motor Corps, doing their trick riding and drill maneuvers, Roman rides, pyramids, etc.

Sponsors of this event by way of donated prizes were American Honda, Tom's Cycle, American Motorcycle Association, *Cycle News*, Accessories Unlimited, Gary Bang, Santa Ana Harley-Davidson, Harbor City Harley-Davidson, Kal-Gard, and Ted Evans. The Victor McLaglen Motor Corps gives a tip of the helmet to these organizations for their part in making this event a success. •

THE LATEST POOP BY PAPA WEALEY

(Continued from page 3)

ing Assen, Holland. The parc ferme/starting area will be at the Circuit van Drenthe, site of the Dutch TT World Championship road races. The Six Days organizers have scheduled a European Championship Road Race Series round on September 30 with finals in the European Moto-ball Championship on October 4-5.

While the four-cylinder BMW K100s we showed you two months ago won't be available in this country until late next year, you can get your hand one one of Beach's Motorcycle Adventures, Limited's tours. Bob Beach will have a limited number of the water-cooled German bikes available for rent in Europe. Beach is able to set a rider up with a rental based in either London, England, or Munich, Germany. The K100 may be rented for use in an "on your own" tour or in conjunction with Beach's regular Alpine Adventure, a 21-day tour of the high mountain areas of Europe. For more info, contact: Beach's Motorcycle Adventures, Box 36, Dept. 28, 3763 West River Pkwy., Grand Island, NY 14072 (Phone: 716/773-4960).

Jacksonville, Florida-based manufacturers rep Ken Kusterman has announced a new name for his firm: Cyclecore. Performance Sales Associates was the original name of the company. Kusterman can be contacted at 904/268-6306. •

Pace/SMC split from AMA

LONG BEACH, CA, DEC. 5

After breaking off negotiations with the American Motorcyclist Association over Supercross, promoters Pace Management and Stadium Motorsports have established their own corporation to run and sanction such events. The new corporation, jointly owned by Pace and SMC, is to be called International Sports, or InSport. It will be headed by Gene Trobaugh, who resigned his seat on the AMA's Board of Trustees to take the position.

Establishing the new company was the latest happening in a chain of events that began with the AMA's announcement that it would not sanction any SMC events. Shortly afterward, Pace and SMC began their partnership and negotiations began with the AMA over the control of stadium events. According to an AMA press release, negotiations were on a daily basis from October 7 until they were terminated November 28.

The press release quoted AMA Board of Trustees president John Hasty as saying, "Throughout, we negotiated in good faith and in the best interest of the motorcycle sport. However, we found it discouraging that Pace Management invariably presented new demands each and every time a draft contract had been

(Continued to page 16)

For performance above and beyond stock...

Reed Up!

Take the Boyesen accelerated performance course.

For greater control...increased horsepower...quicker response... and reduced risk of engine damage. All through low-cost, easily-installed Boyesen Racing Reeds. Because your reeds are fundamental to performance, here's why you'll switch!

	BOYESEN	VS. STOCK	Explanation
1. More control!	✓		Boyesen's patented two-stage design operates more freely over a wider RPM range than standard spring-restricted one-stage reeds.
2. Greater low-pressure (low-throttle) response!	✓		Boyesen's top reed is very soft because low throttle conditions require a low-resistance reed.
3. Faster opening and closing!	✓		Lower effective inertia is achieved through Boyesen's dual-stage design: a thin, short, lightweight top reed and a rigid, flow-through primary reed.
4. Greater flexibility!	✓		A one-stage reed operates effectively only within a narrow RPM range. Boyesen Racing Reeds feature a Space-Age fiber material and dual action for optimum response over a wider RPM range.
5. No engine damage if broken!	✓	Some	Broken metal reeds destroy an engine. Although a few manufacturers feature fiber reeds as stock, you'd better double-check to make sure you're not taking a big chance with your expensive engine.
6. Greater velocity!	✓		Boyesen two-stage reeds feature two openings that maintain a flow velocity greater than one opening of equal size.
7. Greater flow area!	✓		Greater flow area is achieved because Boyesen Racing Reeds allow you to substitute a screw plate for your reed stop. Without a reed stop, your original reeds will whip and flutter and be destroyed in a short time.
8. Longer *overall* life!	✓		On an *uncoated* reed block angled at more than 45°, Boyesen Racing Reeds outlast single-stage metal reeds by a minimum ratio of 100:1. And while most manufacturers now use a rubberized block coating to help metal reeds go past their normal fatigue life, there's no guarantee against breakage. Take a chance on breaking a metal reed and you gamble with engine destruction.

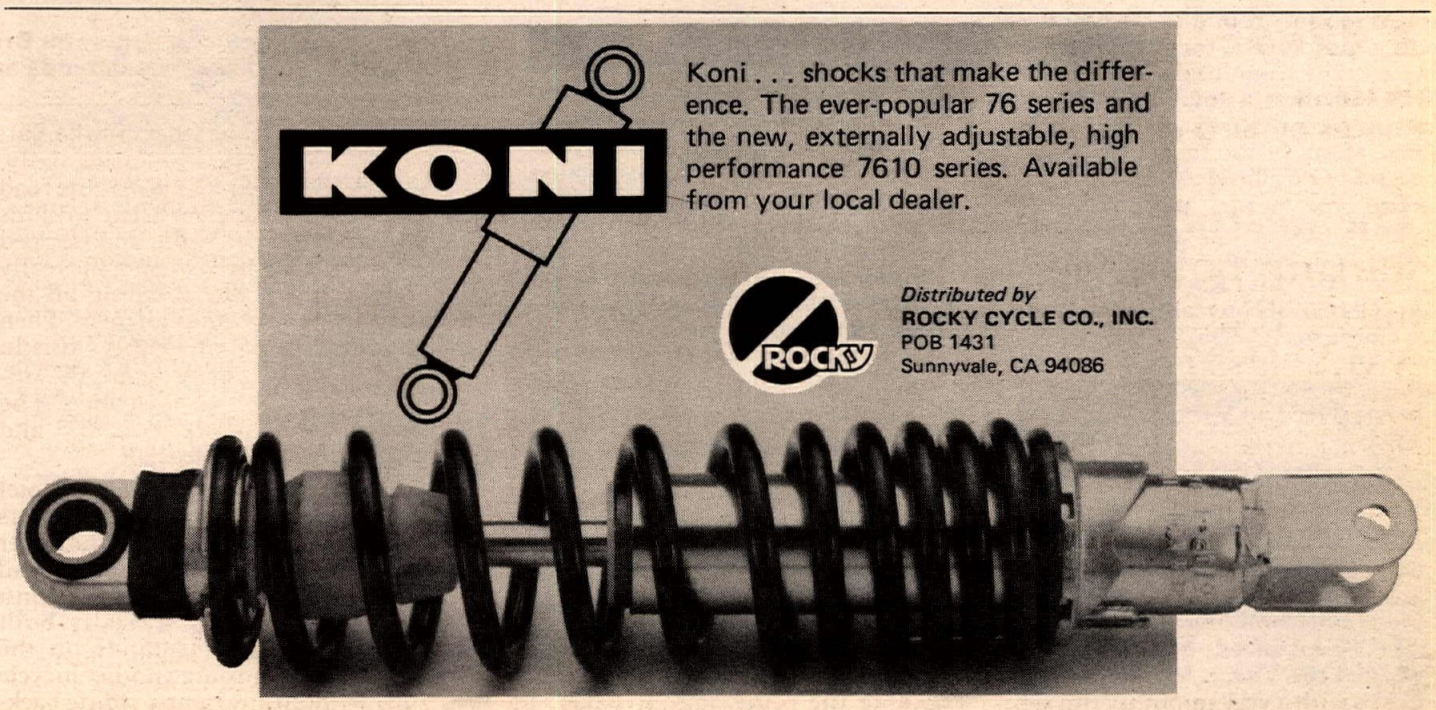
It's easy to replace your original one-stage reeds with Boyesen Racing Reeds. Complete easy-to-follow instructions are included. So switch to Boyesen for better performance and a more satisfying ride. Ask your dealer or distributor.

Boyesen Racing Reeds

We're building our reputation, race after race after race...

Boyesen Engineering
R.D. 1, Box 826
Lenhartsville, PA 19534
215-756-6818

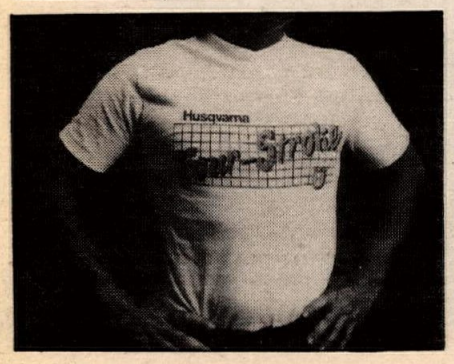
U.S. Pats. 3905340, 3905341, 4051820 and foreign patents.

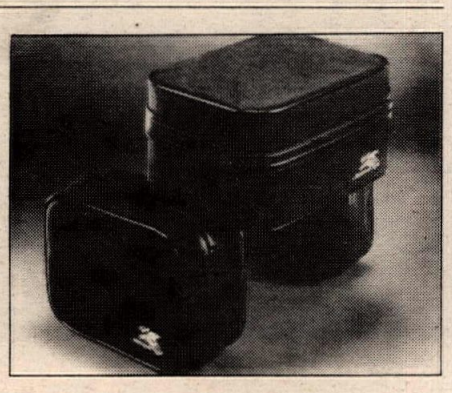


Christmas gifts: Tricks from St. Nick

This really isn't a Christmas present for a bank robber or any other person whose line of work requires a certain amount of anonymity. It's JT Racing's way of avoiding the by-products of the mating of a 5.00 x 18 knobby under pressure and loose or rocky soil. JT's Modular Face Protection System includes the JT Half Mask ($5.95) to protect the area between the face and mouthgard, whether it be the JT Mouthtrap as shown, or a full coverage helmet. The Half Mask attaches easily to Scott and Oakley goggles. The Mouthtrap ($8.95) offers lightweight, ventilated protection in a shape that conforms to the rider's face. Finish off the package with the JT Add-Visor, ($8.95) which features clear or smoke extender shields and is available with your favorite team graphics. Stop by your friendly neighborhood dealer, or contact JT Racing, Dept. CN, 303 W. 35th St., Suite D, National City, CA 92050, or call 619/427-0971.

If you've got somebody on your Christmas gift list whose idea of a good time is toolin' around in the boonies with a motorcycle, they may need a way to take some tools with them. Hi-Point offers a total line of tool bags to fit tank, rack or the rider's waist. Many of the tank bags come with score card holders for ISDE- or enduro-type events, and the fanny packs feature a large, comfortable leather belt. See your local dealer or contact Hi-Point Racing Products, Dept. CN, 2650H Mercantile Dr., Rancho Cordova, CA 95670.





While you're doing that last-minute shopping, don't forget Ol' Paint out there in the garage. Arthur Fulmer's Falcon soft luggage will dress up your bike nicely and give you a place to stash all those Christmas goodies. Made with a Cordura nylon exterior, foam insulation and heavy-duty vinyl interior, the saddlebags hold up to 20 pounds each and the trunk is big enough to handle two full-face helmets. For more information, contact Arthur Fullmer Co., Dept. CN, PO Box 177, Memphis, TN 38101, 901/525-5711.

Husky Products has somethin' for lovers of Swedish thumpers, a three-color, "new-wave" four-stroke T-shirt. The shirt is white and made of 100% cotton, with the design on the front. Retailing for $8.95, the shirt comes in small, medium, large and extra large, and it's available at any authorized Husqvarna dealership.

It may seem out of order to stuff a stocking with a motocross boot, but then again, why not? Sinisalo is offering their "Two Second" boot in a variety of colors, all featuring a steel-capped toe, interior plastic plates to protect heel to toe, and extra padding on the inside calf and ankle. The boots go on fast thanks to speed laces inside, and Velcro fasteners and flush steel roller buckles on the outside. Sinisalo also makes a child's boot in sizes 1-5, with many of the same features. The suggested retail is $157.95 for the adult's boot and $105.95 for the child's model. Stop by your friendly neighborhood dealer, or contact the importer directly: Sinisalo USA Corporation, Dept. CN, 15510, Rockfield Blvd., Unit C, Irvine, CA 92714, 714/768-0661.

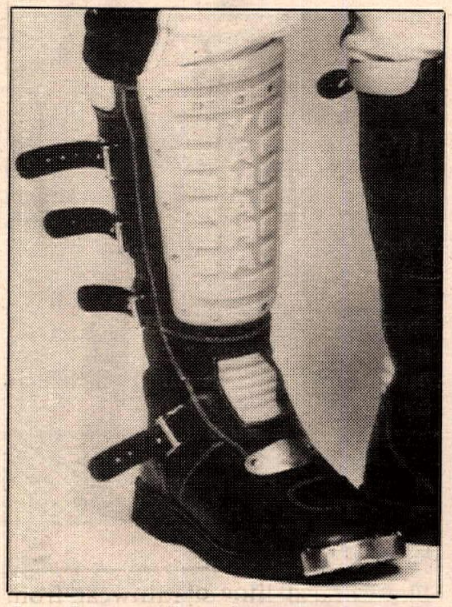
"Dear Santa: After seeing the accompanying photo, it suddenly seemed like a good idea to write and remind you what a good little motorcyclist I've been this year. I haven't missed any shifts, never knowingly exceeded the speed limit in the presence of an officer of the law, never block passed unless I was stuffed first, and I kept the show-off wheelies to a minimum. Now that I've covered my eligibility, I'd like to tell you what I want for Christmas...Sincerely..." Actually Answer Products would love to help you stuff a Christmas stocking with one of their new long-sleeved T-shirts. For $17.95 suggested retail, you can get one of these Answer shirts with your choice of Yamaha, Suzuki, Honda, Kawasaki and Answer logos, in men's small, medium, large and extra-large sizes. Check them out with your local dealer, or contact the folks at Answer Products, Dept. CN, 27967 Beale Ct., Valencia, CA 91355, 805/257-4411.

All this talk about winter's icy winds has probably got you longing for warmer temperatures. Well, get ready for the sun with Hein Gericke's new summer jacket. The jacket is made of drum-dyed, light-weight leather, utilizing a tanning process that produces a scuff-resistent and supple exterior. The lining is 100 percent nylon taffeta and includes two inside zippered pockets. The price for all this warm-weather protection is $166, available at your local motorcycle shop selling Hein Gericke leathers. For a list of dealers in your area, write to Fitch-Wyckoff International, Dept. CN, 201 W. Bastanchury Rd., Fullerton, CA 92635.

The Caracal line of rainwear from Carfel includes one piece, two piece and two piece quilt-lined suits. Seams on all suits are double stitched and heat taped. The two piece models feature snap flaps, elastic cuffs and a detachable hood on the jackets. They sell for $34.95 unlined or $49.95 for the quilted model. The one piece suit sells for $49.95 and incorporates many of the features of the other models. Check out your dealer or have him write Carfel at Dept. CN, 7495 N.W. 48th St., Miami, FL 33166.

Would you invite this motley crew over to your house for turkey and dressing? We wouldn't either. This group, the notorious Ama family (they're proud of the name, it's written on everything they wear), will stay put Westerville if you send money to AMA Sportswear, PO Box 141, Dept. CN, Westerville, OH 43081. In return you can have one of their artic jackets, wet-look jackets, youth jackets, insulated sweatshirts or golf-style shirts. Caps are available for $6.50. The rest of the items are priced between $18.95 and $39.95. Luckily the family's name also happens to be the same as the initials of the American Motorcyclist Association. That way you can tell people you're an AMA member and not just a long-lost cousin of the Ama family.

Tour Master riding gloves for winter wear come in two styles: The long gauntlet model (shown) features a hook and loop closure for positive seal while the short model is cut to fit the Tour Master jacket and suit design and offer interlocking comfort. Both models are filled with 3-M Thinsulate on the back of the hand with a lighter fiberfill in the palm for greater control. The short model ($31.95) and the gauntlet model ($37.95) both come in extra small through extra large sizes. If your dealer doesn't carry the Tour Master line have him write them at Dept. CN, 2115 Colorado Ave., Santa Monica, CA 90404.

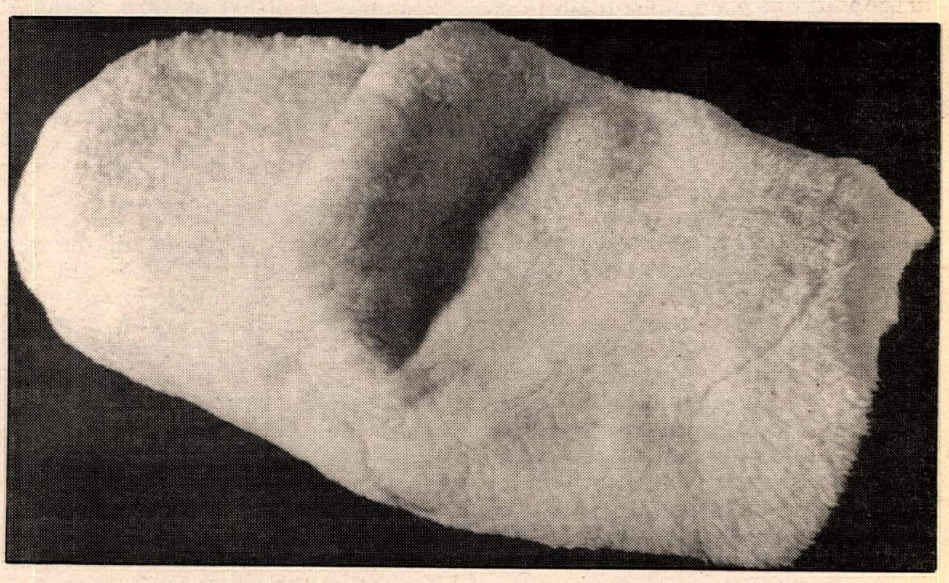


Stop by your favorite Yamaha dealer and check out Yamaha's Super Cross Boots. The 100 percent leather construction boot features a tough molded polyurethane shin and ankle guard plus inner laces and double-stitched/riveted outside straps to guarantee a secure fit. The toe is reinforced with metal as is the boot top while there is a double layer of leather where the top of the foot hits the gear shift lever. The boots are available in men's sizes 7 through 12.

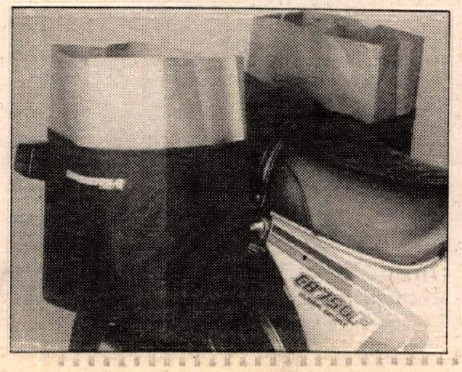
What is better than a new pair of Uvex kids goggles for that little elf on your Christmas list this year? Maybe a YZ80, or CR60. Well, if your Santa Clause doesn't come from Fort Knox, then a new motorcycle is out of the question. However, these slick new goggles are not. For a mere $7.95, your elf can be set up with a new pair of Uvex kids goggles, featuring flexible PVC frames that are lined with non-irritation foam. The air vents are also covered with foam for dust-free ventilation. Frames are available in white, blue, yellow, red and navy. The kids will be so thrilled with their new goggles they'll probably forget all about that YZ80 they were asking for. Check your local dealer or contact IB CO International, Dept. CN, 5446 Oceanus Drive, Huntington Beach, CA 92649. 714/895-1243.

Hy-Tech 2 Cycle Oil is a synthetic blend which allows the rider to run a higher dilution ratio to reduce engine temperature. The recommended ratio is 50 to 1. The product also contains an octane booster. A 16 oz. bottle sells for $3.25 at motorcycle dealers who carry the Hy-Tech line of lubricants.

Seen here perched on the shift lever of a BSA WDM20 is the latest in the Osprey Collector's Library series: *BSA Gold Star and Other Singles.* The hardbound book covers all postwar single-cylinder BSA models, including the famous Gold Stars, Bantams, and Victors, plus B31, M20-21 and C11 models. Appendices include a complete color/chrome chart to help those restoring bikes. The profusely illustrated book is available for $19.95 plus $1 postage & packing from Motorsport, 6115 Gravois, St. Louis, MO 63116.



Sheep Seats are custom filled, completely washable, 100 percent pure sheepskin. A Sheep Seat is the extra added touch that can make a ride of any length more enjoyable. They are cooler in the summer and warmer in the winter than a regular standard seat. Sheep Seats to fit the Honda GL1100 (shown) and Interstate, plus LTD style and standard seats are available from Montgomeryville Cycle Center, Dept. CN, 980 Rt. 309, Montgomeryville, PA 18936.



The Spartan Pocket Shopper is a handy item to carry in your tank bag for times when you need a bit of extra carrying capacity. Features include nylon construction, double cross-over straps which buckle across the seat, an adjustable drawstring to secure the contents of the bags and sewn-in loops to secure the bags to the frame. When not in use, the bags fold up small enough to fit in a jacket pocket. Rocky Cycle Company dealers carry the $23.95 item.

Supercross split

(Continued from page 13)

agreed upon. Some of these points we just felt jeopardized rider safety or weakened the provisions of fairness in the AMA rules of competition.

"Finally, early on November 28, Pace informed us that they expected specific races to enjoy all the benefits of commercial sponsorship and point fund distribution even though they would run without AMA sanction. This was an idea we felt untenable. Indeed, it is a demand that we were simply not in a position to negotiate based on previously signed contracts with Wrangler, our series sponsor. While Pace did not specify why negotiations were terminated, I believe this new point raised as late as November 28 was the reason."

Pace Management's Allan Becker disagreed. "That's not true. There were several issues we had not come to an agreement on. In addition, Wayne Moulton told us that the earliest he could get the Board of Trustees together was December 5, and then there was only a 50-50 chance that the Board would ratify any agreement. We needed more time than that to prepare for the season opener at Anaheim, getting the rider entry, conducting qualifiers and so on. So we asked to run the first three events of the year without AMA sanction to give us more time to negotiate. Since this was to be a multi-year deal, we were talking three races out of a minimum of 36 events."

Becker, along with C.E. Altman, said that there were three main stumbling blocks: control over choice of officials, track design, and some of the stipulations in the settlements the AMA had reached with the manufacturers following their 1982 lawsuit.

In commenting on the negotiations and Hasty's charge, InSport head Trobaugh said, "The problem with 'good faith' is that if you and I disagree on something, and let's say we both come halfway in our positions but we don't resolve the issue, who showed bad faith? What it really boils down to is that the people who have money at risk in Supercross have to have more control over their business. The AMA side is perfectly understandable; if they were going to have the responsibility of conducting the event sanction and so forth, they wish to maintain control over certain things."

Trobaugh said that InSport would only involve itself in Supercross. "Our committment is Supercross. I sent Wayne Moulton a letter which said that in the interest of good motocross competition, we should work together on things like scheduling to preserve a good outdoor series. We are going to try very hard to work with them, and there is no indication that they won't want to do the same, but we haven't sat down and discussed that since the conclusion of the negotiations."

Right now, InSport has a firm schedule only up to May 5, with events at Anaheim (January 28), Seattle (February 11-12), Atlanta (March 3), Dallas (April 14) and Kansas City (May 5). With the exception of the Kansas City event, all are promoted by Pace or SMC. Pace's traditional Houston Astrodome doubleheader will apparently run later in the year than normal due to the United States Football League and its new team in Houston.

According to Trobaugh, the Supercross format will revert to roughly a 1982 schedule, with four qualifying heats, two semis, a consy and the main event. Thirty-two riders will be seeded into the events based on point standings, with other riders qualifying at local events. Each event promoter can select up to six riders per race as well.

Miller High Life and Wrangler, the two major series sponsors, met last week in Denver, Colorado. While apparently no firm decisions were made, Wrangler's Kathy Hoy said, "Wrangler's contract is with the AMA and AMA promoters. However, we are currently re-evaluating the situation. There will be sponsorship available for whoever has a legitimate series."

According to the AMA, the AMA's contract with Wrangler is contingent on a certain number of events, and could be voided if the events were not available. The AMA said that it would announce its own schedule later this week.

AMA Board of Trustees meeting: An insider's view

The November 7 meeting of the AMA Board of Trustees in San Diego, California, saw several rather frustrating things discussed and/or voted upon.

Money and taxes were brought up. I am having a problem with the way we are handling our money with relation to our dues increase. The frustrating part of the situation is that there is nothing that I or anybody else can do about it. The problem that bothers me is that while we made a fair profit and have saved some money for fiscal 1983, we are asking for more dues money.

First, I feel we should make a "profit" and save money. We should not be "broke." But I have a problem of asking for more dues after a year that we had a profit, at least without giving the facts to the members.

The fact are that we made approximately $240,000 in 1983. Through bookkeeping adjustments and paying for some 1984 items in 1983, we will show a $90,000 profit which we will save. By doing this our accountants have put us into only a $2,000 tax liability situation, which is very good.

It is still not proven to me that we are justified in asking for the dues increase at this time. I feel the "A" Board members have let the members down by not asking for cuts, if needed.

Fear seems to grip the Board with regard to 1984 income. The dues increase the first year will probably raise $100,000. As a result of rather bad industry sales and as a result of ill will created from the AMA vs. the Three Motorcycle Manufacturers lawsuit, we will probably lose all or most of the $100,000 industry contribution to the OEM Off-Road Fund which was used to fight off-road lawsuits and legislation. Since much of the industry contribution was used to underwrite wages in our Government Relations Department, this must be made up by membership or lay people off.

Another potential loss of income looming on the horizon is the "sale" of Supercross to a new corporation made up of the two main Supercross promoters -- Pace Management and Mike Goodwin's Stadium Motorsports. If the "sale" generates less money than the income recieved from Supercross sanctions, AMA will understandably lose money which must be made up from dues. Frustrating.

Industry Board of Trustees member Gene Trobaugh resigned from the Board because he has accepted new employment with the new corporation formed by Pace and SMC.

Another frustrating situation regarding the "sale" of Supercross is whether or not the promoters are negotiating in good faith. Wayne Moulton, our director of professional racing, supposedly had worked out an acceptable deal the night before our meeting (working until after midnight). At 5:30 p.m. on Monday, just before we were to vote on the sale, a list of 36 changes was presented by the promoters. This manuever surely looked like it was meant to derail the deal. Frustrating.

Gary Smith, the Board member from Honda who is an ex-policeman, reported on a Law Enforcement Conference which he attended as a Board representative. There was a discussion about how much cooperation the AMA should have with the various police organizations. Police organizations are interested in being able to know who our clubs are, in what city they are located, and how many members they have. That particular information did not seem to be a problem with me. Most club members have their club's name and city on their shirts, jackets, vests, etc. and are proud of who they are and where they are from. I or no one else was in favor of any big-brotherism of making our computer listings available to any police agency. Our members personal information such as addresses, etc., whether or not they belong to a club, must be protected.

A new type of AMA membership has been initiated. Many people have asked me to back this new type of membership. It is an Associate Life Member program. Now, after 25 years of membership an Associate Member will be an Associate Life Member. Starting with the 1984 Trustee election, Associate members may vote, although they must request a ballot. This does not have anything to do with the vote this winter.

As many of you know, for almost 30 years I have been interested in dirt track racing — from the mid-1950's when I rode my bike to the Nationals, through the early seventies when we started what was to become the Toledo Camel Pro Series race, to three Camel Pro races in Knoxville, and this year as we bring the Camel Pro Series back to Ohio with the half mile race at Lima.

In the late seventies, while motocross took off and was really going well, dirt track racing was in great danger of dying and still is in serious trouble because the new kids coming up are mostly motocrossers. In the late seventies, the prevailing AMA thought was that only pro riders with over a year's experience could ride anything bigger than a 250cc bike on a half mile track. Also, virtually no mini bikes were ever allowed on a half mile.

The AMA had an Amateur National Short Track and an Amateur National Scrambles. There was no connection between the two events and no series. And, as previously stated, dirt track was dying. A few enthusiasts around the Ohio-Michigan area wanted to pump some life into dirt track racing. With encouragement from dirt track folks like Dick Ranney and other amateur enthusiasts, Dave McCarthy and I decided to try some positive action and do something. We approached Lin Kuchler, the AMA executive director at the time, and proposed that we produce an AMA Amateur National Championship Half Mile if we could have the event as an annual event. We would produce it just as if it were a Camel Pro race, with professional referees, officials, flagmen, paramedics, track conditioners (Bud's Racetrack Service), and a quality professional caliber track. Besides that, the event would be near Columbus so that the AMA staff could be there.

We were given the event as an annual event. Lin also stated that in the future if the event was so successful that others wanted the same race, we would keep ours and other Half Mile Nationals would be added around the country, making a series. Thus the Kenton Amateur National Championship Half Mile was born and first ran in 1979.

After two years, we proposed, organized and got a sponsor that tied the short track, scrambles and Kenton half mile races into the Grand National Dirt Track Series. Kenton was successful and the series brought the Amateur dirt track program out of the ho-hum, let-it-die-in-peace attitude and gave it some real importance. Then, all of a sudden, other folks wanted our race, most notably our friends in southern California who like to believe that God created motorcycling and every other good idea out there. Intense pressure was put on the staff and the Board, claiming the Half Mile National should be moved (or stolen, as I view it) rather than the series be expanded with another Half Mile National race. The Board voted to welsh on the agreement that Lin Kuchler had made and the staff (Ed Youngblood) proposed and promoted a plan that virtually wrecked the Amateur National Dirt Track Series.

There will be an Eastern National Series and a Western National Series and never the two will meet! A joke!

I proposed a series consisting of an Eastern National Half Mile (Kenton), a Western National Half Mile (Los Angeles), and everyone then meeting in Texas for a shoot-out short track and TT. I feel that would create more activity while honoring Lin's agreement regarding Kenton and still keeping a viable series.

By the way, since I was involved in the promotion of Kenton, I stated my views and left the room and did not vote on the issue. Kenton was granted a National in the Eastern National Series and the Board sidestepped further involvement by referring the whole dirt track program to the 1984 Congress.

In other action, the Board approved the Code of Regulations for the AMA-owned American All Terrain Vehicle Association (AATVA). This association will sanction and promote three and four-wheel vehicle use and competition. Hopefully, this AATVA will make money. AATVA and AMA cards will be reciprocal or interchangeable. AATVA (AMA staff) will promote an All Terrain Championship event next year. If AATVA makes money, maybe it will save AMA members money, but God help us if it loses money. There will be a stink. We'll try to keep an eye open.

Paul Schlegel

Next week: Christmas Issue

TEN YEARS AGO

The Trans-AMA Series ran its final round at southern California's Saddleback Park, and as had been the case many times before, Maico's **Adolph Weil** took home the overall win. Weil and Suzuki's **Roger De Coster** each had a moto win and a runner-up placing, but Weil took the second moto for the overall. **Pierre Karsmakers** placed his Yamaha third overall after carding a 4-3, and Weil's Maico teammate **Willi Bauer** was fourth with a 6-4. **Rich Thorwaldson** and his works Suzuki combined for an 8-5 sixth overall and top American honors, one position ahead of Kawasaki's **Brad Lackey.** In the 250cc Support class, Honda's **Rich Eierstedt** won two of the three motos, but the 15th in moto two dropped him to fourth overall. Yamaha rider **Morris Malone** found that his 4-2-3 tally was good for the overall win, one point better than that turned in by Honda's **Gaylon Mosier.**

A few days before the Saddleback event was one of some importance, the first Minibike International, held on the Richmond Ramblers club grounds in northern California. **Gary Semics** won the 40-lap main event, followed by **Jim Pomeroy** and Brad Lackey.

The Polka Dots M.C. held their 18th Wilseyville Hare Scrambles, and the overall win went to MXer **Danny Turner** on a 250 Penton. Finishing second overall, 23 minutes behind Turner, was **Malcolm Smith** on a Husqvarna.

In a battle of future Superbike champions in an ACA road race at Riverside International Raceway, Honda-mounted **Wes Cooley** bested the BMW of **Reg Pridmore** in the Open Senior GP class.

Husky-mounted **Dick Burleson** zeroed the course to take the overall win at the season-ending Swamp Fox National Enduro, with **Tom Penton** taking second overall on a you-know-what. Husky rider **Bill Kain** finished fifth overall, but it was good enough for him to take the AMA National Enduro Championship Series.

The northern California P.I.T.S. trials club hosted the third round of the California State Trials Championship. **Lane Leavitt** took a nine-point win over **Bernie Schreiber,** with **Marland Whaley** sewing up the season's title by finishing third.

In the 125cc Amateur/Expert class of a Corona Raceway flat track, **Mike Tidwell** took top honors, followed by **Eddie Lawson.**

History of sorts was made with the first-ever interscholastic high school motocross, pitting the Hart and Canyon schools of the Santa Clarita Valley. Honda-mounted **Tracy Oswell** led the Canyon team to victory by winning the 250cc Senior class. The story and photos marked the first collaboration between *Cycle News* and the person who later became the keeper of this column, **Dale Brown.**

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DAN SMITH

1st Overall Barstow to Vegas ● D-37 Heavyweight #1

Team Husky rider Dan Smith was first overall at the resurrected Barstow to Vegas Hare and Hound. And, in doing so, clinched the 1983 AMA District 37 #1 Heavyweight Expert plate. That's the third year in a row for a Hi-Point equipped rider to be #1 in the So. Cal. desert. Hi-Point Racing Products supply Smith the confidence of winning protection. Experience the fit and feel that many of America's top riders enjoy. See your local Hi-Point dealer for the tops in racing apparel!

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Dirt bike prep: Part 2

Up front fieldwork

By Tom Kolnowski

You're convinced. After sitting through a lengthy reading session of part one in this series, *Wrenching for maximum reliability,* which appeared in last week's paper, you arrived at the sensible decision to actually go through the painstaking process that is required to properly set up your new dirt bike. We've convinced you to examine each and every component with a new awareness, an attitude that can only benefit your dirt riding cause over the long term. Congratulations.

In part one, we were concerned mainly with the engine, air intake and ignition systems. In this installment we will concentrate on the front suspension, and wheels and brakes in general. All of these components are placed under an extreme amount of stress in the dirt — again, careful preparation is the key to success.

Sequential service

It's time once again to get those wrenches spinning. Since you have had ample time since our last installment in the series to collect a bit of dirt on your new scooter, begin by doing a stint of general "housecleaning." Much of your time will be devoted to tasks which will require removal of the front and rear wheels, so locate a work stand, box, store-purchased milk crate or other device to support the bike.

With the machine delicately balanced on the work stand, the first order of business will be the removal of the front wheel assembly. A block of wood placed under the frame rails will take the pressure off the front end and allow for easier removal of the front wheel. It's normally a good idea to pull the end of the front brake out of the lever perch on the handlebars, then free the cable from the one or two cable guides. That will relieve the pressure of the brake shoes on the drum, and the backing plate assembly will part company with the wheel in trouble-free manner.

On bikes equipped with disc brakes, remove the fasteners which hold the brake caliper assembly to the fork leg, rather than disconnecting the hydraulic lines. Pull the caliper unit away from the fork leg. The caliper may remain in place in some cases.

Loosen the front axle nut, then give the pinch bolts a few twists of the wrench (if applicable). The wheel should come off easily after pulling the axle. Watch for any washers or spacers that may make a dash for your workshop floor when the axle is pulled away.

Many bikes will have a standard fork level height listed in the owner's manual, which is the exact measurement of the distance the fork tubes protrude above the upper triple clamp. That measurement is usually taken from the triple clamp to the end of the fork tube itself, and not to the top of the fork cap. The most important thing to remember here is that both fork tubes must be set to the same height. To adjust, simply loosen all of the pinch bolts and slide the tube to the desired position, making sure that the recommended level is properly measured (see photo A). After the tubes are properly set, tighten the pinch bolts.

One thing to always keep in mind, especially when you are dealing with cast or forged components such as triple clamps, is to keep the head end of the fastener stationary and to tighten or loosen the hex nut (see photo B). That will prevent any unscheduled metal removal on those precious parts and make the joint stronger.

Since you are probably uncertain as to what type and viscosity of oil resides inside of the fork legs, locate a suitable drain pan and remove the drain screws at the bottom of the fork legs (do one leg at a time). One note of caution — be sure to first remove any air pressure in the fork by bleeding it through the air cap, otherwise the drain screw and the oil will probably become unwelcome residents on the wall of the workshop. After all oil has been removed, replace the drain screws.

With the appropriate size of wrench, socket or spanner in hand, carefully loosen and remove the fork caps. They should be treated with care, since both the heads and threads may be easily damaged with an unwary hand. Set them aside in a clean, safe location.

While the majority of bikes will only have a recommended weight and volume of oil for each fork leg, some will also list a proper oil level height. That height measurement is taken with the springs and spacers removed, and with the fork legs in a fully compressed position. A flexible tape measure is the most convenient tool to use to set the proper height. You are basically using the tape measure as a dip stick — keep adding oil until the exact height is reached. The measurement is normally taken from the top of the fork tube to the oil level. This method results in better fork action since both legs will be set to the same level. If no such level is given, simply measure out the proper amount with a baby bottle (see photo C) and feed into the fork leg.

If the springs were removed, replace them, along with the fork caps. Take care to exactly align the caps in the tube before tightening, then slowly start turning them into the tube. After the caps are in position, add the proper amount of air if it is used (see photo D).

Remember that we are sticking with all of the recommended standard measurements and settings in all areas of the bike. In the future, you may find other figures may work better, but you first have to know where you are starting from. It's a good idea to keep a record of all figures such as fork level height, oil amounts and any other things of that nature for later reference.

In the brake department, we will be discussing the front brake set-up, but all of the information is equally applicable to the rear. If you have disc brakes, skip over this portion of the article, since other than going over the various fasteners in the brake area, your unit should be ready to go.

Internal expanding brakes, whether they are of the single- or double-leading shoe design, are in constant need of attention, especially if they are used under wet conditions. Brake maintenance is more easily accomplished by removal of the brake assembly from the fork leg or swingarm. Before you actually remove anything, take a black ink marker and make a few identifying marks on the top side of the brake shoes (see photo E). This simple step will insure that the shoes are always replaced in the same position, resulting in the best possible contact path between the shoes and drum. Also, make a scribe mark across the face of the splined end of the actuating cams and onto the brake arms, so that when they are taken apart, the reassembly process will go a bit faster since you will know the exact position of the arm.

Remove the brake shoes by folding them as if you were closing a book — they should break free of the backing plate. Remove the springs, then give them a healthy dose of silicone spray lubricant to keep them rust free. Set them aside to dry.

The brake cam bearing surfaces are probably in need of lubrication or at least a good cleaning. Loosen the fasteners which hold the brake arms to the cam ends, then remove the arms. The cams should now easily pull out of the backing plate. After cleaning, lay on a light coat of waterproof grease, then carefully insert the cams back into their respective residences. Wipe away any excess amount of grease — otherwise it is likely to work its way onto the braking surface. Line up the scribe marks on the face of the brake arms with the accompanying marks on the brake cams and push into place. Replace and tighten the arm pinch bolts.

The brake shoes will likely have a shiny surface after a bit of use. It is simply removed by rubbing a piece of abrasive paper, in the 100 to 200 grit range, across the surface of the shoe.

Sand only long enough to remove the glaze and to bring out the original color of the brake material. Wash the shoes in a detergent/water solution and set aside to dry thoroughly.

In the case of enduro machinery, this is the perfect time to service the speedo drive unit. After removing any dirt in the seal area, pack the unit with waterproof grease. This is another of those areas which are likely to get neglected.

Apply a small amount of grease to the surfaces in the brake cam/brake shoe contact areas, again wiping away any excess. Replace the springs on the shoes, then work the shoes as a unit back into the backing plate assembly. Check to be sure that they are fully seated in all contact areas.

Now that the brake assembly is prepared for anything that you can throw at it, a few minutes of work on the brake drum is in order. Place a piece of duct tape over the wheel bearing, then spray the entire drum area with a coating of household spray cleaner such as Fantastik. Wait a few minutes to allow the cleaner to do its job, then sponge away any of the more stubborn deposits. Direct a flowing garden hose into the drum to wash away all of the debris and allow to dry. Your drum should resemble the one in photo F at this point.

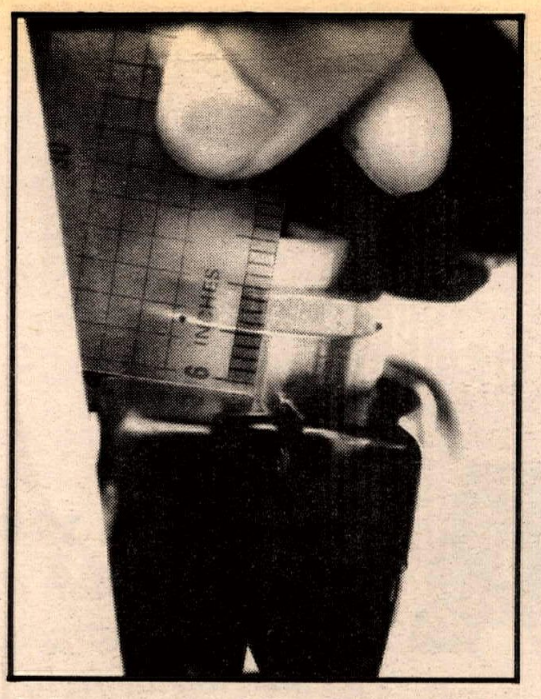
We are not going to get deeply involved in the proper methods for changing tires — our main concern at this time is to make sure that the tire/wheel assembly is in top shape. Remember that to do any type of tire work you will need at least two or three tire irons — screwdrivers are taboo, and are likely to cause unavoidable tube punctures or bodily injury. Even with the proper tools, tire changing can be a trying process. If you are happy with the rubber that came wrapped around the wheels, leave it as it is.

Reinstall the front wheel/brake assembly at this time. On enduro machinery, be sure to align the tabs on the speedo drive unit with those on the hub before tightening everything down.

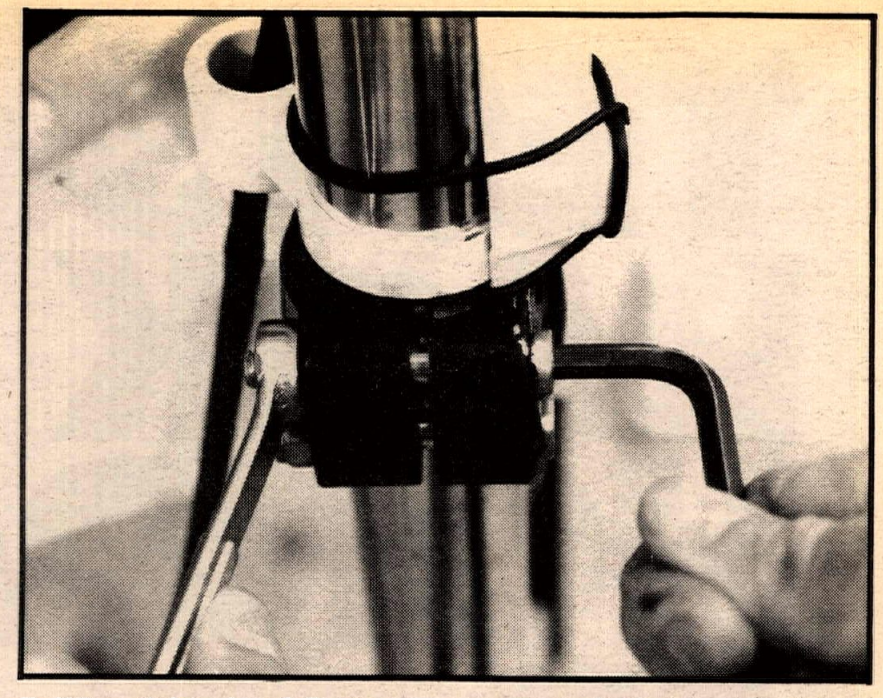
What you will have to be concerned with at this time are the spokes — only a short cruise on your new scooter through the rough will likely result in a set of spokes in various states of tension. When a bike is new, it's simply one of those things that you must pay close attention to. In time, the spokes will bed into their respective niches and will only occasionally require tightening, but don't neglect them.

We prefer to begin the spoke tightening process at the valve stem, working our way around the wheel and attending to spokes that attach to the side of the hub we are facing. Move to the other side of the wheel, and again repeat the process for spokes on that side, ending at the valve stem. Be sure to have the proper size of spoke wrench in hand (see photo G). Since you will find spokes in varying degrees of tension, attempt to get all of them torqued to approximately the same tightness. If a spoke is much tighter or looser than the others, adjust it to fall into what you feel is an acceptable range. After all are in agreement, you may want to make another trip around both sides of the wheel and give each one another twist of the wrench. Finish off your attention to the wheel by snugging down the rim locks if they are used.

Your front suspension/wheel assembly should be bulletproof by this time. In our next installment, we will get involved with rear suspensions, as well as going over many other basic set-up and maintenance tips. ●



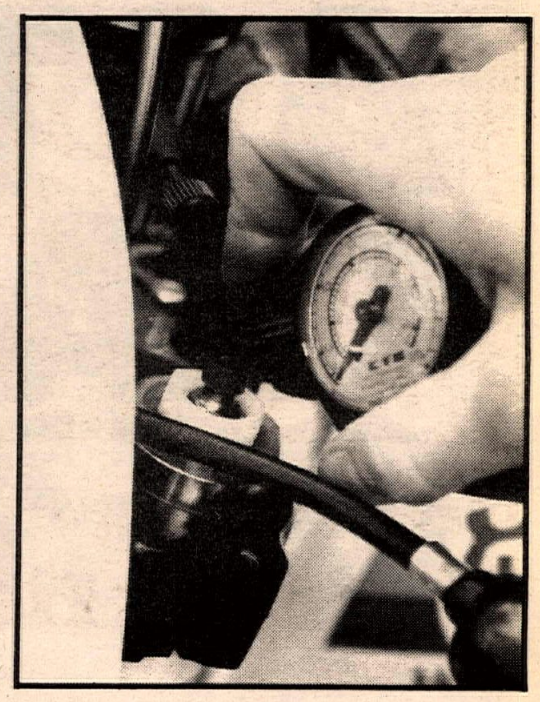
A. Be sure to carefully adjust both fork tubes to the same height.



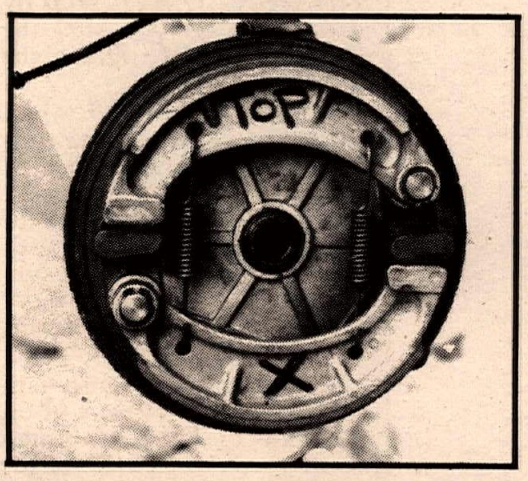
B. When tightening delicate components, as in the case of triple clamps, keep the head end stationary and tighten the hex nut.

C. A baby bottle, graduated in metric units, makes a good tool for measuring fork oil. The use of a funnel keeps things neater.

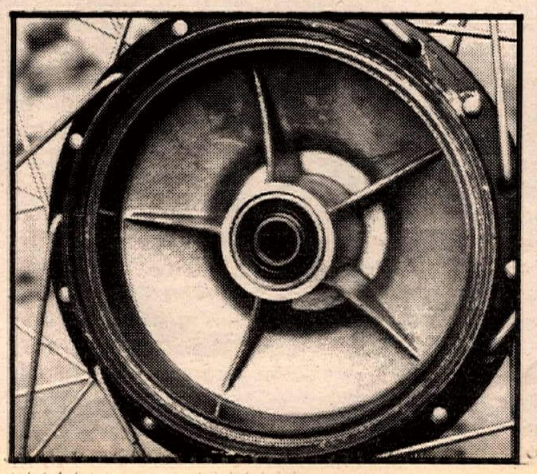
D. If air is used, fill both fork legs with the same amount of pressure.



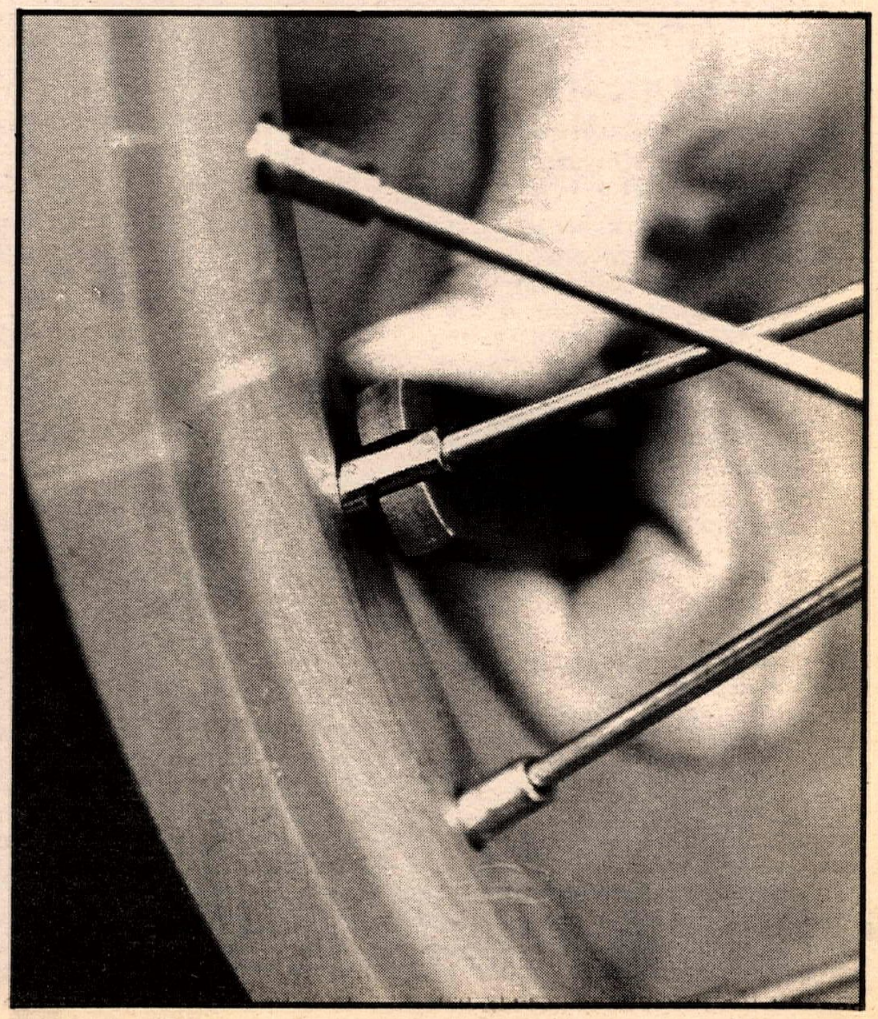
E. Identifying marks on brake shoes makes reinstallation simpler.



F. Your brake drums should be cleaned after each riding session.



G. Since spokes and nipples come in different sizes, make sure that your spoke wrench fits exactly to prevent any problems.



TESTS RANK HONDA CRs AS THE CLASS OF '84

The December issue of *Cycle* spells-out the problem. And the Honda solution.

"What do you do for an encore when one year you build the best 125, 250 and open-class motocrossers, and capture four of five major titles? Simple. You follow with a gust of new technology and refinements across the board."

The result? A storm of praise.

1984 CR125R

"Riders fresh from their first session on the CR125R unanimously agree: the smallest CR is a cinch to ride from the very first lap. The reason? Precise steering and good power."—Cycle, December 1983

"On the race track the CR125R is the ultimate 125 power monger."
—Motocross Action Magazine, December 1983

"... the ATAC-equipped 125 and 250 racers gain the benefit of strong top-end power while suffering less bottom-end loss."
—Cycle, December 1983

"There is no need to even discuss the handling of the new Honda. It is flawless. This is the most perfect motocross handling chassis ever."—Motocross Action Magazine, December 1983

"Another unmistakable feature of the smallest CR is its feather-like feel... it's light, has its mass well centered and is suspended so well one staffer commented, 'It's almost like cheating!'"—Cycle, December 1983

1984 CR125R

ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1983 American Honda Motor Co., Inc.

1984 CR250R

"...the new CR is the best motocrosser, of any displacement, we've ever tested."—Cycle Guide Magazine, December 1983

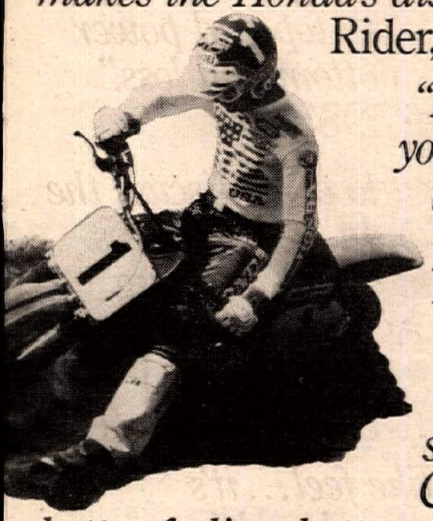
"With good power right off the bottom, a thunderous mid-range, and the ability to rev out like a 125, the Honda engine is a giant step forward and gives the rider an acceleration edge that will be difficult to fault."—Dirt Bike Magazine, December 1983

"...the CR produces 38 horsepower—the most we've ever seen from a 250 motocrosser."—Cycle, December 1983

"Both ends of the suspension were impressive in the roughest sections of a motocross course..."—Dirt Rider, December 1983

"...on the MX track the Honda steers with a precision that delivers pure joy."—Dirt Bike Magazine, December 1983

"Great feel combined with excellent power makes the Honda's disc brake a treat."—Dirt Rider, December 1983



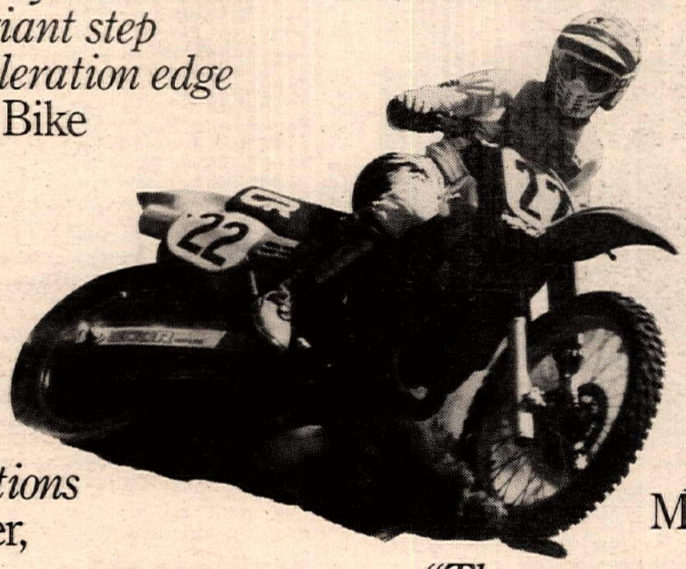
"Ride it aggressively and you'll realize just how close this unit is to a works bike."—Dirt Bike Magazine, December 1983

"Honda is taking the 1983 best bike crown seriously. The 1984 Honda CR250R is better handling, better feeling, better suspended and faster. There isn't a whole lot more that anyone could ask for."—Motocross Action Magazine, January 1984

1984 CR500R

"Last year's CR480R was the best open motocrosser. The new CR500R is miles ahead of the 480."—Cycle World, December 1983

"With more than 49 horsepower, the big Honda makes as much top-end as any open-classer we've ever strapped to the dyno. In addition, the CR delivers a stupendous amount of the arm-straightening mid-range punch that makes big-bores so attractive."—Cycle, December 1983



"In a word, the power is perfect."—MOTOcross Magazine, December 1983

"The new rear suspension progression is noticed immediately; the bike has a firmer overall ride although it's still comfortable. The firmer action enhances steering precision to the point where thinking about a direction change is all that's necessary for minor maneuvers."—Cycle World, December 1983

"Honda has come up with a bike that handles on a par with its works machinery."—MOTOcross Magazine, December 1983

"Every one of the three CRs stopped with 100-percent predictability, regardless of conditions."—Cycle, December 1983

"It is a bike that is competitive against what the factory riders are racing."—MOTOcross Magazine, December 1983

The 1984 CRs from Honda.
They get results that speak for themselves.

HONDA
FOLLOW THE LEADER

1984 CR250R

1984 CR500R

Western hotline

(Above) Side-by-side styling off a DeAnza jump. (Below) Amateurs got a chance to try out Carlsbad's famous first turn at CMC's 1983 final.

Frank flies to Saddleback Intermediate win

By Tom Corley

IRVINE, CA, NOV. 27

Yamaha Gear/Superseer-sponsored Billy Frank is out of the Mini Expert class and is quickly working his way up to the Pro ranks. In the process of advancing he is currently blasting away the 125cc Intermediate class. "Mr. Bill" flew to the win in both motos of the 125cc Intermediate class in today's California Racing Club's motocross at Saddleback.

The 125cc Intermediate competition has seen changes recently, with top riders Kenny Clifton and Richard Fleming moving up to the Pro ranks after the Trans-Cal. Yet there is new talent coming into the group with Jeff Matiasevich, one of the winningest Novices, now tackling the faster pack. Posing the biggest threat to eventual winner Billy Frank was Dick Allen's Honda rider Rich Truchinski, who rarely fails to take a top position in Intermediate racing.

The fast Honda of Truchinski leaped ahead of the pack with the start of the first moto. DMC/PJ-1 rider Derek Nye was in second. CEET rider John Davis maintained third. Temporarily in fourth place was Frank. Davis soon dropped back and gave away third place to Frank. One by one Frank worked his way past the competition. Going around a tree in the back section, Frank advanced to second place and demoted Nye. Soon Nye crashed his Honda and moved to the back of the pack. On this same lap Frank zapped the leader Truchinski and was then on top. Once Frank swept past Truchinski he built up a huge lead. Truchinski took a secure second place. Allec Bros. rider Jason Neuman did a great job of playing catch up and worked from the back of the pack to land third place. Jon Boy Barrick rode his Mid Cities Honda to fourth place. *Motocross Action* ace Alan Olson put his Kawasaki into fifth place.

Avoiding the trouble of dodging around the competition, Frank took the holeshot in the second moto and held it until the checkered started waving. Truchinski started in the runner-up spot and ended that way. The real struggle was for third place. Jim Matiasevich was in third and doing a good job of blocking Sunwest Yamaha's Mark Lopera and Alan Olson. The pressure was on Matiasevich who finally gave way and allowed Lopera and Olson to take third and fourth with him dropping back to fifth. Frank won both motos and built up such a great lead that he looked ready for the Pro class. Truchinski chalked up a pair of seconds and won that position overall. Olson had a 5-4 tally for third place and won the Veteran Expert class as well. Neuman's 3-6 put him in fourth place. Rounding out the top five was Lance Rieman.

Results

60 INT: 1. Joel Tokarsky (Kaw); 2. Moose Wine (Kaw); 3. Jacob Swain (Kaw).
60 EX: 1. Bubba Erickson (Kaw).
80 STK BEG: 1. Robert Shipman (Yam); 2. Joe Abbinanti (Kaw); 3. Jim Easter (Yam).
80 STK NOV: 1. Jeff Stone (Yam); 2. Scott Sutton (Kaw); 3. Bubba Erickson (Kaw).
80 STK INT: 1. David Foltz (Kaw); 2. Scott Murphy (Kaw); 3. Craig Miller (Kaw).
80 STK EX: 1. Greg Vowell (Kaw); 2. Mike Young (Yam); 3. Thayne Zito (Kaw).
80 MOD BEG: 1. Aaron Gomez (Kaw).
80 MOD NOV: 1. Paul Matthews (Kaw); 2. Don Burke (Kaw); 3. Alvin Matthews (Hon).
80 MOD INT: 1. Mike Wiese (Yam); 2. Scott Murphy (Kaw).
80 MOD EX: 1. Mike Young (Kaw); 2. Greg Vowell (Kaw); 3. Thayne Zito (Kaw).
125 BEG: 1. Johnny Calia (Suz); 2. Pentti Jussica (Yam); 3. Ron McKiernan (Hon).
125 NOV: 1. Gary Lacy (Hon); 2. B.J. Millspaugh (Suz); 3. Brad McLennan (Yam).
125 INT: 1. Billy Frank (Yam); 2. Rich Truchinski (Hon); 3. Alan Olson (Kaw).
125 PRO: 1. Brand Johnson (Suz); 2. Richard Fleming (Yam); 3. Jerry Anker (Yam).
250 BEG: 1. Scott Keller (Hon); 2. Bart Jordan (Hon); 3. Richard Olkie (Yam).
250 NOV: 1. Denny Davidson (Yam); 2. Rob Carpenter (Yam); 3. Randy Genrec (Hon).
250 INT: 1. Don Goettling (Suz); 2. Glen Wells (Hon); 3. Kevin Fringer (Yam).
250 PRO: 1. Pete Snorteland (Yam); 2. Erik Kehoe (Hon); 3. Vince McMahon (Yam).
500 BEG: 1. Jim Peters (Yam); 2. Barry Logan (Hon).
500 NOV: 1. John Peaslee (Yam); 2. John Chambers (Yam); 3. John Tartaglia (Mai).
500 INT: 1. Ed Walters (Yam); 2. Roger Guard (Hon); 3. Steve Fortune.(
500 PRO: 1. Robert Green (ATK); 2. Randy Skinner (Hon); 3. Dave Fernandez (Suz).
VET JR: 1. Bengt Johansson (Hon); 2. Greg Preston (Hon); 3. Bill Myers (Mai).
VET INT: 1. Ray Swanson (Hon); 2. John Tartaglia (Mai).
VET EX: 1. Alan Olson (Kaw); 2. Jody Weisel (Hon); 3. Bob Lambert (Hon).

Holley, Maki manage CRC Dunes victories

By Tom Corley

VALENCIA, CA, NOV. 20

While the rains washed out Saddleback Park racing, Indian Dunes' sandy terrain allowed the California Racing Club's MX to run. The rain clouds still posed a threat but it didn't rain until the final moto was completed. Yamaha/O'Neal-supported Jim Holley took the 250cc Pro class while Rick Maki styled to the top position in the 125cc Pro contest. Both Holley and Maki raced at the same time in the combined Pro moto. These Pro riders were falling left and right because of the slippery track. Zahrt was running in third in the first moto when he slid out, blocking a few riders before he was able to remount. Russ Wageman was in second till he dropped back when his seat fell off. Holley had a great ride and took the first moto over Zahrt, Richard Bunch, Kevin Allman and Joe Hopkins.

The slippery surface downed several of the 125cc Pro riders as both Maki and Roger Hensley took harmless falls. Brand Johnson proved to be the best mud rider in this first moto and he beat Maki through the finish line for the win. Hensley was third over Pro-class Tony Toste.

Zahrt took the holeshot in the final 250cc Pro moto but Holley took the lead away on the first lap. Maintaining a tremendous lead, Holley took the easy win. Wageman put his Yamaha into second place ahead of Jon Zahrt and then Ken Zahrt. Two firsts earned Holley the top prize. Ken Zahrt's 2-4 won second place. Jon Zahrt followd his older brother on payoff list and took the third place money with a 6-3 tally.

Maki still had trouble finding traction in the final round but he didn't drop his machine this time. Taking the lead Maki managed the top cash award with a 2-1 tally. Brand Johnson was the only other rider to win some money and his 1-3 tally amounted to second place. Roger Hensley barely missed the money and took third with a 3-2.

Results

PEE WEE: 1. Jeff Willoh (Yam); 2. Brad Schultz (Yam); 3. Jay Theys (Yam).
60 NOV: 1. Nick Mairose (Hon); 2. Joey Curtis (Hon); 3. Chuck Fagernes (Yam).
60 INT: 1. Joel Tikarsky (Kaw); 2. Jacob Swain (Kaw); 3. Moose Wine (Kaw).
60 EX: 1. Bubba Erickson (Kaw).
80 STK BEG DIV 1: 1. Jason Bosh (Hon); 2. David Noel (Kaw); 3. Lance Goodman (Kaw).
80 STK BEG DIV 2: 1. Kevin Berry (Suz); 2. Matt Almond (Kaw); 3. Chris Valdes (Yam).
80 STK NOV: 1. Paul Vlach (Kaw); 2. Sean Blanchard (Kaw); 3. Mike Bitner (Yam).
80 STK INT: 1. Steven Kotajarvi (Kaw); 2. Scott Murphy (Kaw); 3. Alan Pierce (Kaw).
80 STK EX: 1. Mike Kiedrowski (Kaw); 2. Jeff Barbacovi (Yam); 3. Jeff Reynolds (Kaw).
80 MOD BEG: 1. Brian Payne (Hon); 2. Jason Bosh (Hon); 3. Lance Goodman (Kaw).
80 MOD NOV: 1. Mike Bitner (Yam); 2. Paul Vlach (Kaw); 3. Sean Blanchard (Kaw).
80 MOD INT: 1. Shane Trittler (Kaw); 2. Mike Pascarella (Suz); 3. Alan Pierce (Kaw).
80 MOD EX: 1. Mike Kiedrowski (Kaw); 2. Jeff Barbacovi (Yam); 3. Jeff Reynolds (Kaw).
125 BEG: 1. David Potter (Hon); 2. Curt Carpenter (Yam); 3. Jerry Sherer (Kaw).
125 NOV: 1. Gary Lacy (Hon); 2. Keith Vensel (Kaw); 3. Eric Colbert (Yam).
125 INT: 1. William Surratt (Hon); 2. Rich Truchinski (Hon); 3. Jason Ingersoll (Yam).
125 PRO: 1. Rick Maki (Suz); 2. Brand Johnson (Suz); 3. Roger Hensley (Yam).
250 BEG: 1. Krab Krull; 2. Dave Williams (Suz); 3. Buckwheat Lange.
250 NOV: 1. John Colabella (Yam); 2. Perry Hildebrand (Yam); 3. Duane Headworth (Hon).
250 INT: 1. Ron Economu (Yam); 2. Ray Groom (Cag); 3. Tony Siebert (Hon).
250 PRO: 1. Jim Holley (Yam); 2. Ken Zahrt (Hon); 3. Jon Zahrt (Hon).
500 BEG: 1. David Donnelly (Yam); 2. Robin Hannah (Hus); 3. Raymond Falcon (Yam).
500 NOV: 1. Jim Schmidt (Hon); 2. Kenny Safford (Hon); 3. Chris Micklos (Suz).
500 INT: 1. Martin Klassner (Yam); 2. Edward Walters (Yam); 3. Ruben Falcon (Hon).
VET JR: 1. Kent Johnson (Mai).
VET INT: 1. Rick Sowma (Cag); 2. Bill Harris.
VET EX: 1. Charlie Spellman (Yam); 2. George Lazenby (Hon).

Hoyt, Ray double up at Sunrise MX

By Charleen Ho

ADELANTO, CA, NOV. 27

With the onset of winter quite evident as frost lined the Sunrise Valley Cycle Park course, Ted Hoyt displayed two consistent rides to top the Pro class, while John Ray doubled his wins in the Intermediates. Local whiz kid Nicky Pounds blasted to the win in Mini competition.

The combined Pro/Intermediate moto one saw Hoyt (250cc Exp), Ron Gibson (500cc Exp) and John Ray (125cc Int) as the dynamic trio to catch. Pat Vernola, Ray Wimmer and Bob Watson stuck close by while Alex Lopez, Rick Grant, Peter Dill and Jerry West closed in. Hoyt and Gibson started edging their way ahead of the pack. Ray desperately attempted to close the gap but good old horsepower came into play as a major factor. Vernola, Lopez and Wimmer pressed hard as Watson and Grant dove hard into the turns.

Meanwhile, Dill and West struck a close hard battle. Hoyt put a second's distance on Gibson's four-stroke as Ray maintained his cool. Lopez overtook Vernola while the trio of Wimmer, Watson and Grant dueled. As the moto progressed, it was Hoyt setting himself up with a five-second lead. The order stabilized until Grant skillfully passed Wimmer and West did likewise. The laps passed by and at the checkers it was Hoyt, Gibson and Ray, followed by Lopez, Vernola and Watson.

The Pro/Intermediate moto two brought forth Hoyt as the holeshot top dog while Wimmer, Watson, Gibson and Grant hung in there. Dill, Vernola and West went at each other as the race pursued. All of a sudden, Gibson went past Ray while Lopez mysteriously appeared. The trio of Vernola, Watson and Grant battled it out while Dill fell back. Hoyt quickened his pace to set up the same safe lead, tactfully setting himself up for another win to take all the money for the day and the top honors. Ray, on the final lap, made his last attempt to pass Gibson. As seconds were ticking off, Ray went for Gibson successfully. With the checkers came victory

for Hoyt, Wimmer, Gibson and Vernola with Watson and Grant side by side. Ray's finish gave him to Intermediate honors.

Results

WOMEN EX: 1. Charleen Ho; 2. Natalie Stuebner; 3. Gale Webb.
WOMEN NOV: 1. Bonnie Collins.
60 MINI: 1. Jeff Ray.
80 BEG: 1. Eric Brdssel; 2. Eric Wicker; 3. Matt Moffitt.
80 NOV: 1. Derk Wert; 2. Dennis Dressler; 3. Rick Kolschowsky.
80 INT: 1. Jeff Capt.
80 EX: 1. Nicky Pounds.
VETS: 1. Sam Groce; 2. Joe Brown; 3. David Fleming.
125 BEG: 1. Darrel Manning; 2. Jim Roberts; 3. Brett Yaro.
125 NOV: 1. Cal Stuebner; 2. Ted Stuebner; 3. Dale Himmelrich.
125 INT: 1. John Ray; 2. Jerry West; 3. Alex Lopez.
250 NOV: 1. Steve Saling; 2. Steve Mazzei; 3. James Wines.
250 INT: 1. Pat Vernola; 2. Rick Grant; 3. Peter Dill.
250 EXP: 1. Ted Hoyt.
500 NOV: 1. Kenny Hatcher; 2. Kenneth Neitzel; 3. Brian Fremling.
500 EX: 1. Ronnie Gibson; 2. Bob Watson.

Litteral literally smokes 'em at DeAnza

By Michael Gillies

SUNNYMEAD, CA, NOV. 27

After a week off due to rain, DeAnza was back in full swing this week with an excellent, never-before-run section of track that was not only fun and challenging, but it promoted some fierce dicing as well.

John Burr Cycle's Jerry Litteral raced his 1984 YZ80 for the first time today in the Mini Novice class. If today was any indication, it will be a good year for the thirteen-year-old racer, as he smoked the competition both motos.

Two Kawasaki-mounted Intermediates started with the Novice class today, fully expecting to show them how it is done. Litteral proved that he already knew, by keeping pace with the green machines for the first few laps. Not too far behind Litteral was the high-pitched scream of Pomona Valley Kawasaki's Wesley Klein on his KX60. Meanwhile, there was a close battle for third between Honda support-rider Jason Collier and Kevin Bussey (Hon). Litteral had settled down to a smooth, stylish pace while Klein continued to embarrass the 80s with his flawless, wide-open style. Collier passed Bussey on the sixth lap and made it stick to the checkered flag, making the order Litteral, Klein, Collier. Moto two saw Litteral holeshot and lead the entire pack for the first two laps. Then, so not to interfere with the Intermediate's race, Litteral let them by and began racing Mini Novice again. Klein was once again roosting on a red machine, but this time it was Circle City Honda's Adam Fitzgerald who had an obvious power disadvantage. With a worn out motor, Fitzgerald did all he could to hold on to Klein's 60 down the straights. When they hit the turns Klein's shorter wheelbase gave him, again, a definite advantage and it was just enough to keep a very frustrated Fitzgerald in third place. Don Vesco's Kelly Pirchel was running fourth, while Collier was making an impressive charge from behind and was pressuring Pirchel. On the sixth lap, Collier scooted by Pirchel and set his sights on Fitzgerald's Honda, which by this time, sounded like a moped without an exhaust pipe. Fitzgerald put up a good fight, but was unable to keep Collier's '84 Honda from passing him on the second-to-last lap. Litteral spent the last few laps brushing up on his one-handed jumps for every camera he saw on his way to first overall. Klein cruised to a well-deserved second, while Collier's second-moto charge earned him third overall.

Results

PEE WEE: 1. Lee Ford (Yam); 2. Chris Comer (Yam); 3. David Cooke (Yam).
DIV 3: 1. Lee Ford (Yam).
MINI BEG: 1. Albert Sanchez (Suz); 2. Brian Royer (Hon); 3. Brian Sanchez (Kaw).
MINI NOV: 1. Jerry Litteral (Yam); 2. Wesley Klein (Kaw); 3. Jason Collier (Hon).
MINI INT: 1. Mike Burdette (Kaw); 2. Larry Sayeg (Kaw).
125 BEG: 1. Roger Hurd (Hon); 2. Anthony Magollanes (Yam); 3. Sandy Williamson (Hon).
125 NOV: 1. Cliff Walls (Suz); 2. Kenny Collier (Kaw); 3. Roy Chambers (Yam).
125 INT: 1. Scott Mapes (Kaw); 2. Mike Magallanes (Hon); 3. Terry Szucsko (Kaw).
250 BEG: 1. Anthony Garnica (Hon); 2. Mike James (Hon); 3. Howard Craig (Yam).
250 NOV: 1. Daniel Lamy (Hon); 2. Jon A. Hall (Hon); 3. Mike Hogue (Yam).
250 INT: 1. Todd Gibboney (Yam); 2. Ron Lawson (Yam); 3. Larry Benedict (Hon).
250 PRO: 1. David Williams (Suz); 2. Brent Rhoades (Hus); 3. Scott Wilkinson (Hon).
OPEN BEG: 1. Robert Vandamme (Suz); 2. Tony Presto (Suz); 3. Mike Michetti (Hon).
OPEN NOV: 1. Danny Morales (Hon); 2. Max Hernandez (Hon).
OPEN INT: 1. Peter Vetrano (Hon); 2. Bob Klatt.
VET JR: 1. Robert Cooke (Yam); 2. Mike O'Leary (Yam); 3. Tom Sawyer.
VET SR: 1. Jon A. Hall (Hon); 2. Dan Sanchez (Suz); 3. Paul Wilde (Yam).

Turk takes first, second in CMC championships

By Kenneth Stein

CARLSBAD, CA, NOV. 27

In the closest finish in years, the battle for the season championships of the Continental Motorsport Club's 250 and 500cc Pro classes went down to the final race of the season at Carlsbad today.

Despite a late season start that left him more than 100 points down in each class, 17-year-old Don Turk entered the finale virtually tied with 250cc rider David Hopwood, and a scant five points down on 500cc class leader Matt Tedder.

As the green flag dropped on the first 250cc moto, Hopwood jumped out in front, but hit the first turn too hot, missed the line, and lost two places to Turk and Yamaha-mounted Todd Hoover.

Hopwood caught Hoover on the second lap and spent the next few laps pinned to Turk's rear fender, until a rider fell in front of Hopwood. The pair tangled, and Hoover retook second before Hopwood got restarted. He finished third, banking on a better second moto for the points.

Turk, meanwhile, had a 500cc moto to contend with. After a fifth-place start, Turk moved to third on lap two. By the halfway point he passed David Gerig's Honda, and slid by Tedder one lap later for the win.

Hopwood holeshot the second moto, but tired halfway through the race, allowing Turk to take the lead, the points and the championship.

Tedder spoiled Turk's chances for a double championship in the second 500cc moto, leading flag to flag. Double duty tired Turk, as Gerig took second on the tenth lap.

Gary Semics, whose Honda worked up from last place to edge Gerig out for third in the first moto, took fourth in the second.

Hopwood thanked his sponsor, Holiday Honda, and his wrenches, Keith Lynas and Brian Werner, for their support in his twin come-from-behind attacks.

Honda rider Steve Lopez caught David Hoffman, also on a Honda, for the lead in the eighth lap of the 125cc Juniors' second moto for the overall win. Hank Erler, on a Suzuki, took second overall by virtue of his third-place second moto.

Yamaha-mounted Rod Hamby dominated the 250cc Junior motos, taking both checkers handily over Bill Bauer's Yamaha and the rest of the field.

Results

500 PRO: 1. Matt Tedder (Hon); 2. Don Turk (Hon); 3. David Gerig (Hon).
250 PRO: 1. Don Turk (Hon); 2. David Hopwood (Hon); 3. Todd Hoover (Yam).
125 PRO: 1. Mike Beier (Yam); 2. Ray Thede (Hon); 3. Kenny Clifton (Suz).
500 INT: 1. Kirk Chandler (Hon); 2. Mark Smith (Suz); 3. Frank Thomason (Hus).
250 INT: 1. Larry Fife (Hon); 2. Mark Kariya (Yam); 3. Chuck Swanson (Hon).
125 INT: 1. Buzz Ioppolo (Hon); 2. Jeff Almond (Suz); 3. Randy Rush (Hon).
500 JR: 1. John Taylor (Hon); 2. Dean Dlougy (Hon); 3. John McGinnis (Hon).
250 JR: 1. Rod Hamby (Yam); 2. Bill Bauer (Yam); 3. Tim Brown (Hon).
125 JR: 1. Steve Lopez (Hon); 2. Hank Erler (Suz); 3. David Hoffman (Hon).
VET SPORTSMAN: 1. Keith Petrangelo (Yam); 2. Dennis Holladay (Hon); 3. Steven Cirone (Hon).
O.T. MASTER: 1. Chuck Rouse (Hon).
MINI JR: 1. Bret Anderson (Kaw); 2. Robert Collins (Hon).

Two Arizona riders charge through a corner at Deer Valley Cycle Park at the facility's fall re-opening race.

Serrano and Blake share show with Blue Angels

By Pam Hardin

PHOENIX, AZ, NOV. 6

The fall re-opening of Deer Valley Cycle Park not only gave Arizona motocrossers the opportunity to roost through something new, but something to watch in the air. As the dust began clearing on the track, the coveted precision fliers, The Blue Angels, were maneuvering through the skies above. Comparable to their death-defying feats in the air was the Expert Sweepstakes race.

The first heat had Carloso Serrano and Rick Nagle swapping the lead several times in the first couple of turns. After two laps Serrano had settled into a comfortable lead while Nagle held a solid second. Back in third Yamaha support rider Tom Witt held off another Yamaha rider Troy Blake, on a 125cc. Lancer-rider Scott Stallard pushed from behind. Witt dumped it, allowing Blake to pour on the steam in an attempt to catch Nagle. By the half-way point the positions were solid and remained so until the finish.

Nearing the start of the second moto, Serrano thought he'd make a good show of it. He promtly cruised around the first section of the track, which officials rewarded him with a backward start. To even up the odds of the sweepstakes, the 125cc riders were allowed to start half-way up the starting straight with the 250s and Opens taking off behind the gate. And Serrano backwards.

Serrano left the first turn in last, but after one lap had moved into third. Blake was kicking it up in the lead while Serrano displaced Stallard for second. Nagle pushed behind Stallard. Witt and Jonnie Deremo banged bars in fifth and sixth. A half a lap before taking the half-way sign, Serrano motored past Blake on the uphill. A few laps later, Serrano stalled in a bottomless berm and sat helplessly kicking over his engine while Blake slid past.

Serrano finally got his mount fired up and made it a photo finish with Blake getting the nod for the second-moto win. Serrano won the overall monies with one point to spare. Blake's 3-1 score gave him the second with Nagle taking a consistent third. •

Results

Y-ZINGER: 1. Jonathan Stewart (Itl); 2. Bart Blake (Yam); 3. Butch Spence (Itl).
PEE WEE: 1. Brain Cook (Kaw); 2. Aaron Stewart (Kaw); 3. James Makry.
80 BEG: 1. Freddy Canty (Yam); 2. Mike Melvin (Hon); 3. Guy B. Giblin (Kaw).
80 NOV: 1. Jerry Stuart (Kaw); 2. Joe Mozeris (Hon); 3. Morgan Adams (Kaw).
80 AM: 1. J.J. Tunnell (Kaw); 2. Brent White (Yam); 3. Jim Lewallen (Kaw).
80 EXP: 1. Craig Nielsen (Kaw).
105's: 1. Craig Nielsen (Kaw); 2. J.J. Tunnell (Kaw); 3. Brent White (Yam).
125 BEG: 1. Ken Poppy (Yam); 2. Chris Devito (Kaw); 3. Kevin Pettiette (Hon).
125 NOV: 1. Virgil Hernandez (Hon); 2. Rob Grangrade (Yam); 3. David Gulick (Yam).
125 AM: 1. Dave Fouquette (Yam); 2. Art Rose (Yam); 3. Bruce Parry (Hus).
250 BEG: 1. Mike Macdonald (Hon); 2. Luke Green (Mai); 3. Ken Hrumadia (Hon).
250 NOV: 1. David Guy (Yam); 2. Raymond Puhr (Hon); 3. Larry Grapentine (Hon).
250 AM: 1. Bill Amaral (Yam); 2. Bill Miller (Hon); 3. Hal Owens (Hon).
OPEN NOV: 1. Eric Dalton (Yam); 2. Bret Boyd (Mai).
OPEN AM: 1. Bill Miller (Hon); 2. Tim Kennedy (Yam).
EXP SWEEP: 1. Carlos Serrano (Yam); 2. Tray Blake (Yam); 3. Rick Nagle (Hon).
OT's: 1. Tim Kennedy (Yam); 2. Larry Noel (Yam).

NORTHERN DATELINE

Fifty-one-year-old Duane Spence (15D) and Al Bauman, 42, battle it out in Old Timers action at the Sears Point motocross.

Cahors, Dashiell split cash at Sears Point MX

By W.H. Spencer

SONOMA, CA, NOV. 27

As the calendar year winds down, Sears Point Raceway began its Winter Series motocross today with a good crowd of both riders and spectators on hand. Brett Cahors and Larry Dashiell split a $100 bill for top Expert honors on a Sunday that saw the temperature in the 60s, clear blue skies and unbelievable traction. Despite earlier rains, two days of wind and clear weather saw perfect practice for the nearly 230 riders, with Bret Cahors leading the 125cc Junior/Expert class for both motos with ease. Cahors led all laps on his Honda, with John Papola taking second Expert but behind Juniors Mike Brumit and Tim Carrillo, who swapped moto wins.

Race three was the hot and heavy 250cc Experts and with nearly 20 riders going for the first turn there were two who didn't make it. Darrick Lucchesi and Dave Wood had a slight coming together that put Dave back with the oncoming Juniors and Darrick off to the pits for repairs. Round ing the first lap it was Steve Naumann on the Walnut Creek Honda in charge over Joey Schlag, Randy Collins and Larry Dashiell. Naumann kept up the pace for the 20-minute moto, with Dashiell doing the passing and taking second over Schalg and a weezing CR, with Collins fourth and Pete Langley an unhapy fifth.

Brett Cahors, who rode a fine fifth in the first round until the rear suspension got the better of him, set out with a refreshed shock in moto two and proceeded to devour the other riders. Schlag kept it close starting the second lap but bailed in spectacular form on an uphill that saw bike and rider flying for some distance, leaving Schlag sore and a DNF. Cahors was more than 20 seconds ahead by the second lap, with Naumann and Dashiell doing the chasing from the back of the pack. The two speedsters got by Jay Cook and Randy Collins at mid-race, towing Pete Langley, but were unable to close any distance on the leader. Naumann picked up the overall with a 1-2 over Dashiell, 2-3, with Langley third at a 5-4 count over Collins and Cook.

Larry Dashiell and his Petaluma Cycle Center Maico wiped up the Open Junior/Expert fracas with big wins and took half of the posted $100 bonus for best Expert finish, tying Cahors' 125cc performance. Pete Langley wasn't real happy about his 2-2 finish on the KX500, while Bob Davis and Troy DeHerrera were talking about their short-lived battle after the race at the "Sudweiser" station.

Results

125 EX: 1. Brett Cahors (Hon); 2. John Papola (Hon).
125 JR: 1. Mike Brumit (Yam); 2. Tim Carrillo (Suz); 3. Scott Stanley (Hon).
VET EX: 1. Paul Bostrom (Hon); 2. Craig Schultz (Hon); 3. Jerry DeKay (Mai).
VET JR: 1. Doug Larson (Hus); 2. Randy Hansen (Hon); 3. Jim Long (Yam).
VET NOV: 1. Craig Pierts (Hon); 2. Randy Cox (Mai); 3. Jerry Silsdorf (Yam).
OT EX: 1. Al Baumann (KTM); 2. Duane Spence (Yam); 3. Bill McClinton (Yam).
OT JR NOV: 1. Fred Cameron (SWM); 2. Bob Hurst (Yam); 3. Howard Womack (Yam).
250 EX: 1. Steve Naumann (Hon); 2. Larry Dashiell (KTM); 3. Pete Langley (Hon).
250 JR: 1. Rick Feigel (Hon); 2. Rory Bartolomei (Hon); 3. Mat Vulk (Hon).
ENDURO: 1. Al Baumann (KTM); 2. Frank Safechuck (Kaw).
FOUR-STROKE: 1. Howie Ross (Suz); 2. Erik Schaffer (Hon).
250 NOV: 1. Roger Saenz (Hon); 2. Mike Norton (Hon); 3. Warren Jenkins (Hon).
MINI JR EX: 1. Terry Bostard (Hon); 2. Troy Lindemann (Kaw); 3. Robby Hermanek (Suz).
MINI NOV: 1. Travis Brown (Yam); 2. Brian Buehler (Yam); 3. Eric Nordin (Hon).
OPEN NOV: 1. Mark Nickolatos (Hon); 2. Julius Watson (Yam); 3. Steve Harris (Hon).
OPEN EX: 1. Larry Dashiell (Mai); 2. Pete Langley (Kaw); 3. Bob Davis (Yam).
OPEN JR: 1. Ross Liberty (Yam); 2. Mark Stirling (Hon); 3. Weylin Thompson (Hon).
125 NOV: 1. Scott Thorburn (Hon); 2. Dennis Hannel (Hon); 3. Eric McMurter (Yam).
DINOSAUR-VINTAGE: 1. Dennis Parker (Mai); 2. Fred Cameron (SWM); 3. Ron Dotson (KTM).
BEG: 1. Todd Sommerville (Hon); 2. Paul Smith (Hon); 3. Joe Canepa (Yam).
PRE-VET: 1. Matt Cullins (Mai); 2. Jim Jepson (Yam); 3. Bob McBroom (Yam).

Arney turns up the Wick at Caldwell indoor ST

By Marty Gregory

CADLWELL, ID, NOV. 25-26

Arney Wick styled smoothly to wins in two of four Expert main events at Caldwell's indoor short track opening weekend. Wick (Hon) won the 250cc race on Friday and the Open class on Saturday, leaving the other Open win to local boy Jerry Moore (Hon) and the 250cc main to Montanan Todd Giesick (Yam).

Now in its third season, the Owyhee Motorcycle Club's indoor short track series is growing in quality. Tremendous battles were staged in the Expert classes and the crowd loved it! Giesick was amazing; rocketing *out* of corners on the rear wheel and sliding, crossed-up and twitchin', *around* them! Giesick's BSA wouldn't work for Saturday's Open class showdown, though, and it was Wick's Honda thumper which won the day. Wick has driven from Coeur d' Alene to make *every* short track held here (except for one he missed 'cause he was getting married) and his experience on the track shows.

A talent-laden field raced in both the 250cc and Open mains on both nights. Local fast guys like Rod Reynolds, Ricky Henson, Jerry Moore and John Colton were there; along with your basic motocross ringer: Joe Wright, on a new CR500 with a Class C tire stuck on the back. Wright used all that power well to run third on Friday night behind winner Jerry Moore (Hon) and Ricky Henson (Yam). Both Wick and Giesick got hung up in traffic and weren't factors.

Friday night's 250cc main was more to Wick's liking as a pile-up took most of the field out of contention. John Colton (Kaw) screeched after him, but to no avail.

Among Friday night's smaller Experts, Toby Ashley (Kaw) held off a determined Mark Tapp (Hon) to grab the Mini money. Tapp, a first-year Expert, was concerned about not being a Beginner anymore before this race. Hopefully, he's proven something to himself. MXer Mark Hall zipped his Yamaha water-pumper around to best Troy Norris (Hon) and Ashley (Hon) in the 125cc Expert event.

The B's had lots of fun both nights. Terry Anderson demolished the 250cc crazies on his Suzuki and then came back on Glenn Murray's Honda track bike to blow the doors off the Open Beginners. The Irby brothers, Jon and Jeff, dominated the Mini Bs and the 125cc Bs respectively on their Kaws while two more Kawasaki pilots, Richie Reynolds and James Cyr, traded Micro wins on Friday and Saturday. And one shouldn't overlook the tremendous charge put in the Pee Wees by Casey Anderson to overtake "Racin' Jason" Smith (all 35 pounds of him) at the line on a rapped-out Y-Zinger! The crowd, needless to say, went berserk!

Saturday night's 250cc Expert main was all Giesick. The Billings white plate holder blitzed to a big lead and never looked back. Jerry Moore and Mike Hayman (Hon) followed him home, at a distance.

In the final Open main though, it was a disappointed Todd Giesick watching from over the fence where his BSA sat with its dead battery. Wick pulled the holeshot and didn't bobble enough for Rich Hayman (yes, there are two) on his two-stroke to catch up. Henson, OMC points champ last season, thumped smoothly into third aboard a 600 Yammie borrowed for the occasion from big Fred Johnson.

Results

FRIDAY
PEE WEE: 1. Jason Smith (Yam); 2. Casey Anderson (Yam).
MICRO MINI: 1. Richie Reynolds (Kaw); 2. Joey Boyd (Kaw); 3. James Cyr (Kaw); 4. Chris Gregory (Hon).
MINI-B: 1. Jon Irby (Kaw); 2. James Cyr (Suz); 3. Eric Smith.
MINI-EX: 1. Toby Ashley (Kaw); 2. Mark Tapp (Hon); 3. Dexter Humbard.
125-B: 1. Jeff Irby (Kaw); 2. Darrell Homlin; 3. Steve Henry (Yam).
125-EX: 1. Mark Hall (Yam); 2. Troy Norris (Hon); 3. Toby Ashley (Hon).
250-B: 1. Darrin Obendorf; 2. Roy Jennings; 3. Kelly Maay.
250-EX: 1. Arney Wick (Hon); 2. John Colton (Kaw); 3. Jerry Moore (Hon).
OPEN-B: 1. Mitch Paine; 2. Frankie Amen; 3. Gary Bonny.
OPEN-EX: 1. Jerry Moore (Hon); 2. Ricky Henson (Yam); 3. Joe Wright (Hon).
SATURDAY
PEE WEE: 1. Casey Anderson (Yam); 2. Jason Smith (Yam); 3. Charlie Stevens (Suz).
MICRO MINI: 1. James Cyr (Kaw); 2. Ritchie Reynods (Kaw); 3. Jason Gale (Yam).
MINI EX: 1. Chad Case (Kaw); 2. Toby Ashley (Kaw); 3. Eric DesChamps (Hon).
125 EX: 1. Toby Ashley (Hon); 2. Mark Hall (Yam); 3. Troy Norris (Hon).
250 EX: 1. Todd Giesick (Yam); 2. Jerry Moore (Hon); 3. Mike Hayman (Hon).
OPEN EX: 1. Arney Wick (Hon); 2. Rich Hayman (Hon); 3. Ricky Henson (Yam).
MINI-B: 1. Jon Irby (Kaw); 2. Jerry Thompson (Hon); 3. Al Russell Jr. (Yam).
125-B: 1. Jeff Irby (Kaw); 2. Roy Jennings (Hon); 3. Lindsay Lockwood.
250-B: 1. Terry Anderson (Suz); 2. Howard Yordy (Hon); 3. Jeff Russell (Yam)./
OPEN-B: 1. Terry Anderson (Hon); 2. B.G. Graff (Hon); 3. Bill Ballard (Yam).

The 'Bowman Show' plays at Spillway

By Jim Pluhar

SANTA MARIA, CA, NOV. 27

Spillway Park held its twice-monthly motocross race today, with 50 riders showing up to test the track and themselves.

The Pro events were an all-Gary Bowman show as Bowman won twice each in both the 125 and 250cc Pro classes to finish the day with a four-win total to take all the top Pro money back to Bakersfield with him. Jim Smith placed second in the 250cc class and Tony Toste was second in the 125cc wars.

Gary Wilson captured the Open Intermediate division, with Aaron Pipes second. The 250cc Intermediate class went to Shawn Wynne, with Darin Layton second and Tony Seibert third. The 125cc Intermediates were topped by Troy "Red" Pryor, with Randy Smith coming in second.

Randy Piepkorn won first overall in the Open Junior division. He was followed to the checkered flag by Ron Beardsley. The 250cc Junior win went to Mike Hawks followed by Jim Diyorio and Gus Muller. Dallen McKenney headed the 125cc Junior field. John Davis Jr. and Craig Kathary placed second and third.

In the 80cc Intermediate division Todd York and Mike Bitner finished 1-2, and in the 80cc Junior class it was Jeff Orth, David Noel and Todd Pipes placing 1-2-3.

Heiberger, Schlag duel in SHR mud

By Jim Bowman

BRENTWOOD, CA, NOV. 20

Honda-mounted Jerome Heiberger beat Joey Schlag for top Pro honors at the Continental Motosport Club MX at Sand Hill Ranch today. Schlag holeshot both motos, but Heiberger kept the pressure on in the second round and took over the lead when Schlag got out of shape while removing a tear-off. Scott Rebuck motored his 125cc Honda to distant third-place finishes in both motos for the same position in the combined Pro class.

As the race occured during a break between rainstorms, some of the 80cc class riders found themselves riding more of an enduro than a motorcross. Lone Expert Yamaha pilot Terry Bostard had no trouble winning the first moto, but had trouble on lap two of the second round and couldn't set the bike restarted in time.

Intermediate Lance Homer won the second moto and his class with a 2-1 tally, While Gary Stoner was able to overcome the waterholes and slippery hills for the Junior class win.

All the 125, 250 and Open Junior class riders ran in the third race, with Open Junior class winner Stan Harris trading the checkers with top 250cc Junior pilot Richard Horne.

Harris won the second moto for the overall ahead of Horne, 125cc class winner Greg Perryman and second place 250cc mudslinger Dan Slocum.

The 125cc Intermediates came out in the fourth race to stomp the Open class pilots, who started on the same line. Open class ace Mike "Holeshot" Lane lived up to his nickname in both motos, but Jed Green took over on the second lap each time and held his 125cc bike wide open to the overall victory and class win. Hayward Yamaha's Alan Brunk passed Lane in the first moto for the top Open class score, but Lane held him off in the second round for first in class. Helping with the 125cc class sweep of the first three places were Mickey O'Shaughnessy and Sean Lollar, who placed second and third in class, respectively.

The final event of the day was the Old Timer/Veteran combined race which saw Old Timer Mike Collins lead for two laps each time and Old Timer classmate David Lehman win both rounds. C. Moore traded Veteran class wins with toger Lollar to come out on top over Lollar and Stanley McKusick.

Results

OPEN PRO: 1. Jerome Heiberger (Hon); 2. Joey Schlag (Hon).
OPEN INT: 1. Mike Lane (Hon); 2. Alan Brunk (Yam); 3. Pat Smytae (Mai).
250 PRO: 1. Byron Estes (Yam); 2. John Dauth (Hon); 3. Randy Collins (Hon).
250 JR: 1. Richard Horne (Suz); 2. Dan Slocum (Hon); 3. David Guisti (Hon).
125 PRO: 1. Scott Rebuck (Hon).
125 INT: 1. Jed Green (Yam); 2. Mickey O'Shaughnessy (Suz); 3. Sean Lollar (Yam).
125 JR: 1. Greg Perryman; 2. Grant Usselman (Yam); 3. Greg Nelson (Suz).
80 EX: 1. Terry Bostard.
80 INT: 1. Lance Homer (Kaw); 2. Jesse Britain (Yam); 3. Don Piantanida (Suz).
80 JR. 1. Gary Stoner (Hon); 2. Billy Ziel (Hon); 3. Anthony Biscia (Yam).
VET: 1. C. Moore (Mai); 2. Roger Lollar (Mai); 3. Stanley McKusick (KTM).
OT: 1. David Lehman (Yam); 2. Mike Collins (Hon).

Rain doesn't dampen Turkey Run spirit

By Bruce Scholten
Photo by Al Anderberg

LYNNWOOD, CA, NOV. 19

Grandpa always said turkeys are just too dumb to come in out of the rain. On the other hand it could be the lure of cash and prizes that keeps them there. At least that was the case for nearly 100 entrants in Lynnwood Cycle Barn's Fourth Annual Turkey Run today.

Right on schedule, the biggest and baddest of an already impressive series of Alaska-spawned storms rolled in by noon. Armed with a map and directions to three checkpoints on the timed 92.5-mile route, the first bike then left. "That's what makes it fun," insisted Cycle Barn partsman Jim Earp, "the weather's terrible. Wish I didn't have to work." But one suspects he was laughing up his sleeve at the folks getting rapidly soaked in the name of fun.

From Lynnwood the itenerary wound east through the Snohomish Valley toward Duvall. Just getting to this first check required close reading of the directions! Next was a stop for hot cider at Snoqualamie Falls before heading west of Lake Sammamish to check three on Lake Washington.

Around 4 p.m. everyone wound up at Cycle Barn to gobble down plenty of hot chili and sandwiches. As local radio station KKW did a live broadcast, Honda Interstate rider Stan Haveman won $50 as the oldest rider, at 68 years. "Only problem was, when we got to the third checkpoint, it

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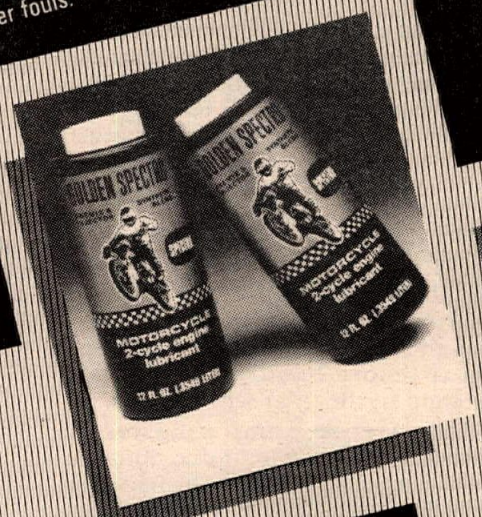

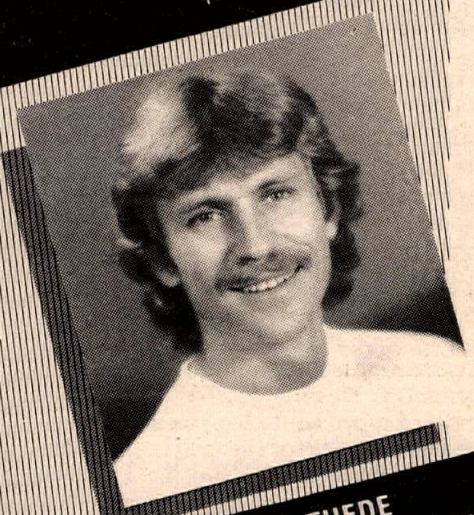

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NORTHERN DATELINE

Riders draw for cards at one of the Turkey Run checkpoints.

wasn't there! But we turned back and by that time he'd arrived," said Haveman, unphased by the rain.

Jim Boltz passed out plenty of other prizes including leathers and a million dollars in shredded bills. But the mound of cans collected for the local food bank, and approximately $500 raised for the Muscular Dystrophy Association gave the ride a real Thanksgiving spirit.

Results

OLDEST MOTORCYCLE: (1951 Panhead) R.B. "Wiz" Fowler.
YOUNGEST RIDER: Jesse Little.
OLDEST RIDER: Stanley Haveman.
MILEAGE GUESS: R.B. "Wiz" Fowler.
CLOSEST ELAPSED TIME: (2:54 min.) Jon King.
ACE OF SPADES: High card, Roger Anderson.
LOW SPADES: Erv Ellingson.
LOWEST HAND: 1. Pam Ingram; 2. Mark Parrott; 3. Alan Eldevik Bandana.
HIGHEST HAND: 1. Becky Gibson; 2. Eric Gibson; 3. Gary Turner.

Ostriem, Pomeroy, Wright capture Sun Challenge series titles

By Brian Barnes

RICHLAND, WA, NOV. 13

Horn Rapids ORV Park was the site of this weekend's ninth and final race of the Central Washington Dealer's Sun Challenge series.

The 125cc Pro class found Owens Yakima Suzuki rider Dennis Ostriem and M.P. Spokane Suzuki-mounted Brett Tremblay in a duel for the series end contingency prizes, with Ostriem holding a 75-point advantage. However, Lynnwood Yamaha's Cory Klaudt had ideas of his own during the day and put his Yamaha in first overall with a 1-2 tally. Tremblay made a 2-3 score stick in second while Honda Support's Eric Hall, who challenged Klaudt for eight laps of the first moto only to grenade a motor, was third overall after he coupled a fifth with a strong second-moto win. Ostriem's fourth overall was good enough for the title, just edging Tremblay.

Some wild 250cc racing took place today, but it was Ron Pomeroy aboard a self-sponsored Suzuki who came up with both the day's win and the overall title. Pomeroy proved that consistency pays off as the RM pilot recorded mostly top-three finishes in each race to score the title. Ostriem kept his slim chances for a second title alive in the 250s when he went on to win the day's first moto over Pomeroy, Kenny New and Honda rider Ken Watt. But in the second moto, Idaho's Joe Wright, aboard a new Honda, came away with a strong win over a very elated Pomeroy, New, Ostriem and Watt.

The Open Pro series title belonged to Wright, who scored several of the event wins to go along with his double-moto sweep in today's action. Kennewick Yamaha rider Jerry Bewlay took runner-up honors to Wright by virtue of a 2-3 tally and he was also second in the final series points.

Some very exciting racing was also on tap in the Amateur divisions, but two classes that stuck out had to be the Mini and 125cc Expert divisions. Yamaha-mounted Jamie Munson and Oregon Kawasaki rider Jon Calhoun had battled in Mini Expert for the entire series, with Calhoun bringing a 25-point advantage into the race. Munson put forth an excellent first moto, outdistancing Calhoun, but in the second moto the tables were turned as Calhoun emerged with the series victory despite Munson's catch-up attempt that came up just short.

The 125cc Expert class also had a tight battle between Yamaha riders Steve Cooper and Munson. Cooper held a 15-point lead coming into the race and all that Munson needed was to take the overall win. In the first moto Munson put his Yamaha past Cooper after an exciting dice and held on for the win, with Cooper, Doug Keltner and Larry Sahlie second, third and fourth.

The second moto would decide the titlist, and after Munson tried to get past Cooper repeatedly, a problem put a dim on his hopes while Cooper put in a great ride to win the day's activities and also edge Munson for the series win.

Results

MINI EX: 1. Jon Calhous (Kaw); 2. Jamie Munson (Yam); 3. Don Teul (Yam).
MINI NOV: 1. John Cooper (Kaw); 2. Jerry Thompson (Hon); 3. Daniel Bergstrom (Yam).
125 PRO: 1. Cory Klaudt (Yam); 2. Brett Tremblay (Suz); 3. Eric Hall (Hon).
125 EX: 1. Steve Cooper (Yam); 2. Larry Sahlie (Yam); 3. Jamie Munson (Yam).
125 NOV: 1. Matt Wilcox (Yam); 2. Dave Conture (Kaw); 3. Todd Haney (Kaw).
200: 1. Randy Koon (Hon).
250 PRO: 1. Ron Pomeroy (Suz); 2. Dennis Ostriem (Suz); 3. Ken New (KTM).
250 NOV: 1. Brad Leslie (Kaw); 2. Lance Forsee (Suz); 3. Mat Witherspoon (Hus).
OPEN PRO: 1. Joe Wright (Hon); 2. Jerry Bewlay (Yam); 3. John Christian (Hon).
OPEN EX: 1. Ron Wallace (Hon); 2. Richard McUne (Hus); 3. John Mattouds (Hon).
OPEN NOV: 1. Randy Rosen (Hon); 2. Mike Alf (Mai); 3. Gary Morris (Hon).
OTH EX: 1. Richard McUne (Hus); 2. Mark Augenstien (Hon); 3. Pat McCaffett.
OTH NOV: 1. Voyt Lyons (Yam); 2. Rob Hines (Mai); 3. Joe Lorder (Hus).
OT: 1. Ron Marshall (Yam); 2. Bob Harrison (Mai); 3. Chuck Akin (Mai).

Buffaloe, Hall snatch Woodland MX wins

By Brian Barnes

WOODLAND, WA, NOV. 12

The third race of Woodland's winter series went into the books this weekend with Highland Honda/O'Neal-sponsored Bob Buffaloe scoring double wins in the 250 and Open classes, while White Power/Honda Support/Sun Products ace Eric Hall extended his 125cc winning streak to 25 straight moto wins with another double-moto entry.

The 125 and Open classes were combined and when the 125s left the line, Ceet Racing/Cagiva rider Scott Tyler was up front, with Yamaha Support's Ted Holt and Bob Monroe, on a Suzuki, close behind. Eric Eaton, aboard a shiny new Honda 500, blasted to the front of the Open pack while Phil Prutsman and Bufflaoe followed. Tyler kept on the gas up front while Holt and Hall put on a good race in the next two positions. Hall would not be denied the front spot, though, as he put moves on both riders and was in the lead for good. Eaton was the Open leader for the first four laps but a spill put a hold on his hopes and left Buffaloe all alone for the win.

Peter Treadwell, aboard a Suzuki, and Prutsman were second and third in the Open class while Tyler and Holt did the same in 125cc division.

The second moto was Hall's from the moment the gate dropped until the checkered flag waved. Tyler, Hall and Denny Fennel were second, third and fourth. Eaton put on a show for the rain-soaked spectators, moving up from the staggered start to finish behind Hall for the Open win. Buffaloe was second but took the overall.

It was a Buffaloe/Eaton duel in the 250cc class during both races, but Buffaloe took the overall by virtue of his 2-1 tally. Eaton won the first race but was unable to catch Buffaloe during the second and settled for the runner-up spot. Reid Goldman and David Froembling swapped third and fourth spots, with Goldman's second-moto effort netting him both third in the moto and in the overall finishing order. ●

Results

PP: 1. Lisa Clune (Hon); 2. Cathy White (Hon); 3. Denise Henderson (Yam).
PEE WEE: 1. Lance Rudge (Kaw); 2. Ryan Huffman (Yam); 3. Jamie Parker (Yam).
MINI A: 1. Larry Ward (Kaw); 2. Kurtis Rogstad (Kaw); 3. Oren Bray (Kaw).
MINI B: 1. Paul Winn (Kaw); 2. Rodney Kaiser (Kaw); 3. Ryan Holm (Yam).
MINI C: 1. Jim Orcutt (Yam); 2. Tim Lusk (Yam); 3. Derek Strock (Hon).
100 C: 1. Tom Ireland (Yam); 2. Jeffrey Jenkins (Yam).
125 PRO: 1. Eric Hall (Hon); 2. Scott Tyler (Cag); 3. Ted Holt (Yam).
125 B: 1. Mike Lee (Hon); 2. Mike Enderson (Hon); 3. Steve Oberson (Hon).
125 C: 1. Alen Nelsen (Hon); 2. Eric Eaton (Hon); 3. Reid Goldmann (Yam).
250 B: 1. Dana Kuchan (Yam); 2. Tom Moriarity (Hon); 3. Kurt Stevens (Yam).
250 C: 1. Keith Cayton (Kaw); 2. Don Bisceglia (Hon); 3. Rick Johnson (Hon).
OPEN PRO: 1. Bob Buffaloe (Hon); 2. Peter Treadwell (Suz); 3. Phillip Prutsman (Yam).
OPEN B: 1. Eddie Gonsorowski (Mai); 2. Jay Boufford (Hon); 3. Roger Knight (Yam).
OPEN C: 1. Chris Condliff (Hon); 2. Carl Burkhart (Yam); 3. Dan Kirk (Hon).
OTH A: 1. Jay Boufford (Hon); 2. Roger Knight (Yam).
OTH B: 1. Dean Roman (Suz).
OTH C: 1. Keith Bowman (Hon); 2. Ron Fiedler (Mai); 3. Daniel Morgan.
OT A: 1. Jim Lamkin (Hon); 2. John McHaffie (Yam); 3. Clarence Pitts (Hus).
OT B: 1. Dan Kirk (Hon); 2. David Pembroke (Yam); 3. Norm DuVall (Yam).
OT C: 1. Neil Roman (Suz); 2. Richard Holcomb (Yam).

Central Pipeli

Simmons slips by in Austin dirt

By Joe Milian

AUSTIN, TX, NOV. 11

Fans at Austin Moto Sport Park were treated to two surprises tonight, the upset of Hunter Carothers by Keith Simmons in Expert action, and a rare appearance by former *Cycle News* editor Karel Kramer.

Kramer acquitted himself nobly during the proceedings, borrowing a YZ250 from Kasson Yamaha to notch a second-place finish in the 250cc Novice division. The real highlight of Kramer's evening however, came when he was awarded the prestigious McCaskill trophy for "winning" practice. A poll of those in attendance was unanimous in determining that Kramer was the overwhelming victor in both warm-up sessions, with no one else even close in the voting. His runner-up placing behind Andy Thompson later in the program was somewhat anti-climatic after his earlier "triumph."

Keith Simmons stunned the crowd by coming from behind to beat Hunter Carothers in the second moto and take the overall cash in the process. Carothers appeared unbeatable in winning the initial heat, finishing well ahead of Simmons and Farmer, with Eddie Gillette tallying fourth in his first ride as an Expert. Ron Dunfee seized the piston in his big-bore Honda, Brian Lambert crashed and injured his knee, and Bill Simpson also crashed out of the picture.

Carothers and Simmons went into turn one side by side to kick off moto two, with Simmons gaining the edge down the front straightaway. They quickly motored away from the other contestants, with Jerry Farmer bumping Tommy Pavelka's Cagiva into the weeds to take over third. Mark Brown, also Cagiva-mounted, got into a tank-slapping session that put him into Farmer and both riders went to the ground. That allowed Tello into third, but he promptly nose-dived to the loam and Farmer re-took the spot. Meanwhile, Carothers was trying everything possible to get around Simmons, but to no avail. Simmons held on to collect the first-place money, with Carothers next and then Farmer.

The 125 and 250cc Intermediates were combined but scored separately, thereby setting the stage for a showdown between Southwest Texas State College roomates Pete Sullivan and Tinker Mayfield. The two students did not disappoint the cheering throng on their way to trading heat wins. Mayfield was superb in guiding his 250 Honda to the top spot in the first round but it was Cagiva-mounted Sullivan who won the one that counted as he steamed by the checkered flag with the lead in the second encounter. The struggle between these two combatants commanded most of the attention during the two contestants, but a similar session was taking place between Hank Hodes, Lonnie Faglie and Brad Burnie. Even though Hodes managed to emerge ahead both times out, his margin of victory was a slim one, as the trio came close to crossing the line abreast in the first heat.

After the scoring was finally unravelled Sullivan was tops in the 125s and Mayfield was big man in the 250s. Donnie Prado eased by Faglie

on the last lap of the second moto to place second 125, and Hodes and Burnie were second and third in the 250s. Terry Dutton, very much in the thick of things during the first round, suffered mechanical failure the next time out. A similar fate befell David Beckham.

Results

MINI MINI: 1. Mark Savoie (Kaw); 2. Bobby Clark (Kaw); 3. Willy Kasson (Yam).
MINI JR: 1. Jason Krempin (Hon); 2. Cody Atkins (Yam); 3. Clint Bingham (Yam).
MINI SR: 1. Tim Hodes (Kaw); 2. Bryan Chrisner (Kaw); 3. Scott Headland (Yam).
125 BEG: 1. Kelly Neel (Kaw); 2. Rick Silman (Suz); 3. Carter Q. Hill (Yam).
250 BEG: 1. James Rathmann (Hon); 2. James Nicholson (Yam); 3. Daryl Ehrlich (Yam).
OPEN BEG: 1. Gary Paul Loth (Hon); 2. Ronnie Nichols (Hus); 3. Pete McQuiston (Hon).
125 NOV: 1. Robert Tiemann (Yam); 2. Shawn Clevenger (Yam); 3. Joey Stone (Yam).
250 NOV: 1. Andy Thompson (Yam); 2. Karel Kramer (Yam); 3. Rocky French (Cag).
OPEN NOV: 1. David DePrato (Yam); 2. Jimmy Coleman (Yam); 3. Michael Daneault (Suz).
125 INT: 1. Pete Sullivan (Hon); 2. Donnie Prado (Yam); 3. Lonnie Faglie (Hon).
250 INT: 1. Tinker Mayfield (Hon); 2. Hank Hodes (Kaw); 3. Brad Burnie (Hon).
OPEN INT: 1. Bryan Briggs (Yam); 2. Dennis Burzynski (Mai); 3. Todd Lee (Hon).
OVER 30: 1. Garry Berry (Hon); 2. Gregg Labbe (Hus); 3. Tim McCaskill (Yam).
125 EX: 1. Bill Kelly (Yam); 2. Kelly Spencer (Yam); 3. Ronnie Prado (Yam).
250/OPEN EX: 1. Keith Simmons (Kaw); 2. Hunter Carothers (Yam); 3. Jerry Farmer (Yam).

Brizendine, McDow return to action at Austin MX

By Joe Milian

AUSTIN, TX, NOV. 18

No werewolves were spotted tonight at Austin Moto Sport Park but it was obvious from the frantic activity on the track and in the pits that a full moon was out.

Racing was made somewhat livelier by the appearance of Tommy McDow and Trey Brizendine, two riders who have not graced the proceedings with their presence for some time. Both made a successful re-entry into the mainstream of Cen-Tex motocross, as McDow vanquished Bob Goldade and Smokey Joe in the Over 30 clash, and Brizendine beat back David Bauser and Tony Seguar in hotly contested 250cc Novice competition. Segura, who came to spectate, managed to borrow riding gear when Kasson Yamaha Racing Team's James Nicholson offered the use of his YZ250 after tweaking his knee in practice. Thus Segura, who has considerable racing experience in Mexico, found himself on the gate without the benefit of even one warmup lap.

"The first moto was my practice," Segura stated. "I just followed everybody until I discovered the turns of the course." He did just that for the first two laps, running next-to-last until he got his bearings. By this time Brizendine and Bauser had separated themselves from the rest of the field. Bauser stayed within striking distance of Brizendine until the last lap when he struck a tire that had been inadvertently rolled onto the track. Segura got by Andy Thompson and Ralph Rust to move up to third at the flag.

The second moto belonged totally to Brizendine as he took the holeshot and disappeared. Segura got a poor start and then collided with Deno Farmer in the second turn, putting him back to eighth place. Bauser and Thompson both went up and over the giant berm at the end of the secondary straightaway and in their haste to return to the fray, slammed into one another and went down again. Bauser got the best of that encounter, losing only one position while Thompson was unable to make his bike start and retired. Meanwhile Segura had moved into third place and closed rapidly on Bauser. Their duel put them past Rust with a lap remaining and Bauser held off the challenge to place inches ahead of the Mexican visitor at the flag.

Results

MINI JR: 1. Jason Miller (Hon); 2. Stephen Kruempke (Kaw); 3. Cody Atkins (Yam).
MINI SR: 1. Tim Hodes (Kaw); 2. Randy Kucera (Kaw); 3. Joey Stone (Yam).
125 BEG: 1. Kelly Neel (Kaw); 2. Rick Silman (Suz); 3. Mitch Carpenter (Yam).
250 BEG: 1. James Rathmann (Hon); 2. Duane Badglary (Hon); 3. Kenneth Bayer (Hus).
OPEN BEG: 1. Mike Voudouris (Hon); 2. Donald Ross (Yam); 3. Ronnie Nichols (Hus).
125 NOV: 1. Shawn Clevenger (Yam); 2. Robert Tiemann (Yam); 3. Kevin Pack (Suz).
250 NOV: 1. Trey Brizendine (Hon); 2. David Bauser (Yam); 3. Tony Segura (Yam).
OPEN NOV: 1. Jimmy Coleman (Yam); 2. Bobby Lewallen (Yam); 3. Michael Weathers (Yam).
125 INT: 1. Pete Sullivan (Cag); 2. Bobby Guerin (Yam); 3. Gary Alsop (Hon).
250 INT: 1. Tinker Mayfield (Hon); 2. Hank Hodes (Kaw); 3. Richard Coker (Hon).
OPEN INT: 1. Marvin McKim (Yam); 2. Bryan Briggs (Yam); 3. Barry Briggs (Yam).
OVER 30: 1. Tommy McDow (Hon); 2. Bob Goldade (Yam); 3. Smokey Joe (Yam).
COMB EX: 1. Jack Beckham (Yam); 2. Jerry Farmer (Hon); 3. Ron Dunfee (Yam).

Jones, Martin bang bars at Hepler MX

By Sharon Jones

HEPLER, KS, NOV. 13

While many riders opted to run the GNC regional motocross in Ponca City, a small clan of riders headed for the rolling hills of Hepler. Although there were many runaway winners throughout the day, the 250cc Expert class was a spectator's delight. Honda-mounted Doug Martin and Brad Jones went around the first corner side by side, with Jones barely squeezing by for the lead. Martin forgot about a track change and went the long way around. Ed Geisalman took over second. On the third lap, Jones slight lead over Geisalman was spoiled when he fell in an off-camber turn. While going around the fallen Honda, Geisalman dropped his Kaw.

Martin, who had been third, now found himself in first. Bill Williams also got by the pile up to take over second until he also fell a few turns later. While Williams was remounting, Jones went by for second. By the end of the moto, Martin had put a huge lead on the pack. But the show wasn't over yet. As Martin raced down the finish line straight he got extremely out of shape. Spectators ran for their lives as the checkered flag dropped and Martin leapt off the finish drop-off in a flying W, landing in a heap! Martin walked away unhurt with the first moto win.

Between motos Kawasaki pilot Ed Geisalman was distressed over his first-moto run and vowed to win the final. He proceeded to take the holeshot and put several bikelengths on second-place Jones. Unfortunately, his bike developed a flat front tire and Jones was knocking at the door. Jones fell in an attempted pass, letting Martin by. A few turns later, Jones repassed Martin, then Geisalman. Jones barely held off the hard-charging Martin for the overall win. Williams brought his new Honda in for a cool third. ●

Results

BEG: 1. Jeff Vince; 2. Jeff Sell; 3. Robert Payne.
MINI MINI: 1. Kurt Stevens; 2. Mike Hamsher.
80 BEG: 1. Jeremy Malloy; 2. Mike Hamsher.
80 SR: 1. Steve Brack; 2. Scott Harman.
125 NOV: 1. Randy Burke; 2. Jarrett Goff.
125 AM: 1. Eric Thies; 2. Kevin Stevens; 3. Jack Lee.
250 EX: 1. Brad Jones; 2. Doug Martin; 3. Bill Williams.
OPEN EX: 1. Brad Jones; 2. Bill Williams; 3. Tim Moulthrop.

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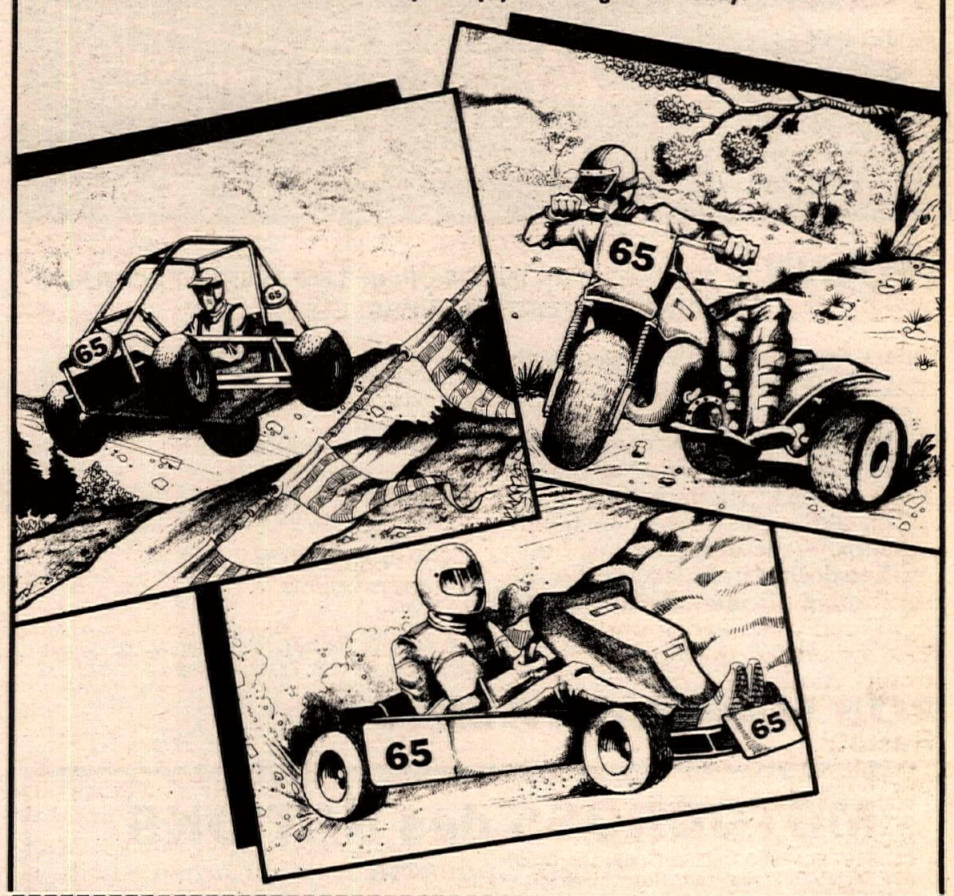

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CALENDAR

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1984 AMA Grand National/ Camel Pro Series

2/4	ST/Houston TX
2/5	TT/Houston, TX
3/10-11	RR/Daytona Beach, FL
4/7	TT/Gardena, CA
4/14	M/Sacramento, CA
5/5	ST/San Jose, CA
5/6	M/San Jose, CA
5/12	HM/Gardena, CA
5/20	M/Springfield, IL
6/2	HM/Louisville, KY
6/9	HM/Harrington, DE
6/9-10	RR/Elkhart Lake, WI
6/16-17	RR/Loudon, NH
6/22	TT/Hinsdale, IL
6/23-24	RR/Pocono, PA
6/30	HM/TBA, OH
7/7	ST/St.Louis, IL
7/14	HM/Hagerstown, MD
7/21-22	RR/Laguna Seca, CA
7/28	M/DuQuion, IL
8/4	M/Cicero, IL
8/12	TT/Peoria, IL
8/18-19	RR/Sears Point, CA
8/25	M/Indianapolis, IN
8/26	M/Indianapolis, IN
9/1-2	RR/Brainerd, MN
9/9	M/Syracuse,NY
9/16	M/San Jose, CA
9/22	HM/Gardena, CA
9/23	HM/Los Alamitos, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL
10/20	TT/Pontiac, MI

Pace/SMC Supercross Schedule

1/28	Anaheim, CA
2/11-12	Seattle, WA
3/3	Atlanta, GA
3/10	Daytona, FL
4/14	Dallas, TX
4/28-29	Pontiac, MI
5/5	Kansas City, MO
5/19	Orlando, FL
6/2	Pasadena, CA
6/30	Pittsburgh, PA
7/14	Foxboro, MA
8/TBA	Houston, TX
10/TBA	Oakland, CA
10/TBA	Los Angeles, CA
10/TBA	San Diego, CA

1984 Golden State Series Schedule

1/7-8	Orange, CA
1/14-15	Hollister, CA
1/21-22	Huron, CA
2/4-5	Brentwood, CA
2/12	Carlsbad, CA
2/18-19	Sunrise Valley, CA
2/25-26	Santa Maria, CA

World Championship Road Race Series

3/24	South Africa
4/15	Italy
5/6	Spain
5/20	Austria
5/27	Germany
6/10	France
6/17	Yugoslavia
6/30	Holland
7/8	Belgium
8/5	England
8/11-12	Sweden
9/2	San Marino

World Championship Endurance Road Race Series

6/3	Spain
6/24	Austria
7/29	Japan
8/18-19	Belgium
9/2	Germany
9/16	Italy
9/22-23	France

World Championship MX Series

125cc

4/8	Italy
4/15	Netherlands
4/29	Belgium
5/6	Austria
5/20	Germany
6/3	Switzerland
6/17	San Marino
7/8	France
7/15	Spain
7/29	Sweden
8/5	Finland
8/12	Luxemburg

250cc

4/8	France
4/29	Austria
5/6	Yugosalvia
5/13	Czechoslovakia
5/20	England
6/3	Spain
6/24	Germany
7/8	NEW BERLIN, NY
7/15	Netherlands
7/22	Belgium
8/5	Switzerland
8/19	Japan

500cc

4/15	Austria
4/29	Switzerland
5/6	Spain
5/13	France
5/20	Sweden
6/3	Germany
6/17	Netherlands
6/24	CARLSBAD, CA
7/1	Canada
7/22	England
8/5	Belgium
8/26	Italy

Sidecar

4/8	Switzerland
5/6	England
5/13	Netherlands
5/20	France
5/27	Finland
6/24	Belgium
8/12	Germany
8/19	Germany
8/26	Denmark
9/9	Spain
9/16	Italy

World Championship Trial Series

3/4	Spain
3/11	Belgium
3/18	England
3/24	Ireland
4/8	France
4/15	Germany
6/10	WATKINS GLEN, NY
6/17	Canada
7/1	Germany
7/8	Belgium
9/2	Japan
9/9	Sweden

AMA National Enduro Championship Series

2/10	New Idria, CA
4/1	Pelion, SC
4/22	Crescent City, CA
5/6	Roselawn, IN
5/20	Georgetown, CA
6/3	Hamilton, WA
7/8	Athens, OH
8/5	Wellsboro, PA
8/19	Moorestown, MI
9/2	Winterest, IA
9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point Grand National Hare Scrambles Championship Series

3/4	Lake Wales, FL
4/8	Hurrican Mills,TN
4/15	Redding, CA
5/20	Bruceton Mills, WV
5/13	Corona, CA
6/24	St. Johns, PA
7/15	Windsor, MA
9/16	Millville, MN
10/14	Midland, MI

AMA National Championship Relibility Trial Series

4/27-29	Tulsa, OK
5/26-28	McMinnville, OR
6/8-10	Rose City, MI

AMA Western Region Dirt Track Championship Series Scrambles

7/4-5	Boyd, TX
8/7-8	Gardena, CA

Short Track

6/30-7/1	Boyd, TX
8/11-12	Bakersfield, CA

Half Mile

7/6-7	Dallas, TX
8/14-15	Gardena, CA

AMA Amateur Motocross National Finals

8/15-18	Hurrican Mills, TN

Other Major Events Abroad

6/17	Pairs Speedway Championship Finals, Longo, Italy
8/18	Team Speedway World Championship, Leszno, Poland
9/1	Individual Speedway World Championship, Gothenburg, Sweden
9/2	Coupe Des Nations, Dalecin,Czechoslovakia
9/9	Motocross Des Nations, Ruskeasanta (Vanta), Finland
9/16	Trial Des Nations, Myslenice,Poland
9/16	Trophee Des Nations, Varberg,Sweden
10/1-6	ISDE, Assen, Netherlands

EVERY WEEK

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50 -Open separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/ Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA. Orange County — Pierce off-ramp, rt on Pierce to Magnolia, rgt on Magnolia to Buchman, rgt on Buchman takes you to track. All classes. 30% trophs to Sptsmen. 150% Pro pb. Gates open 5 pm, prac 6 race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcwy. Take Bradshaw Rd. off Hwy 50, N. on Excelsior Rd. to 5305 Excelsior. All classes. 30% trophs, 100% Pro pb. Gate 5 pm, prac 6, race 7:30. Gate $4, all entries $10. Info 916/366-7368.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12 Sptsmn, $15 Pro. Memb. req'd, avail. at track. 33.33% troph. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn I-40 & I-240 on S. Douglas off S. 59th All classes, 10 troph./class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

TEXAS MX AND FLAT TRACK
Ross Downs, Colleyville, TX. Hwy. 26, Colleyville. All classes. Trophs, 100% pb. Prac, 7 pm, race 8:30. Entry $8, $15 Pro. Gate fee, $6, 6-12 $4, child free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3½ mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

December 8-11

CALIFORNIA MOTORCYCLE SHOW
Los Angeles Convention Center, 1201 S. Figueroa St., Los Angeles, CA. New 1984 motorcycles, accessories. Hours; Thru., 4-10 pm, Fri., 12 noon-10 pm, Sat., 10 am-10 pm, Sun., 11 am-6 pm. Admission $5. Info 714/675-0132 (Rob Eccles).

December 9

MOTORCYCLE SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. South end of Newport 55 Frwy. Opens 6 pm-10 pm. Free parking. 10 x 10 space $20, 10 x 15 space $30, motorcycle for sale $10 each. Move in 1 pm-4 pm. 24 hour info 714/495-2542.

December 10

V.O.T.E. CALIFORNIA TRIALS
Little Rock Dam, Little Rock Dam, CA. 14 Frwy E. off I-5 to the Little Rock-Pearblossom cut off. 3 mi. to Barrel Springs Rd, turn rgt. 3 mi., turn rgt on Chesboro Rd., follow to Little Rock Dam. Expert only plus support class. Sign-up 9 am, first rider out 10. Pre-entry $16, post $19. Info 213/455-3093.

CALIFORNIA CYCLE CHALLENGE
Mid Winter Fair Grounds, El Centro, CA. All classes. 100% Pro pb. Trophs for Am. 1st - 5th place. Contingencies. Sign-in 4 pm, prac 5 - 6:30, 1st race 7. Entry $20, $15 advance. Imperial Valley Cycle Center. Info 619/353-2110 or 355-1360 or 424-3800 or 440-7610.

December 11

CMC SAND HILL MX
Brentwood, CA. Corner of Camino Diablo and Vasco Rds. All classes. CMC Dbl. Pts. race of the year at Sand Hill Ranch. Pb to top 5 pro riders in each class for the year. Vet and OT will receive their awards also. Gate 6:30 am, sign-in 7, race 9. Entry $15 to ride, $5 to watch, Pros pay $15 plus $5 gate fee. Info 415/634-3328 or 798-5695 (Tom Anderson).

D-36 CALIFORNIA MOTOCROSS
Sears Point Raceway, Sonoma, CA. All classes. Gates open 6 am, prac 7:30, race 9. Entry $12, $16 Exp., $5 gate admission. Info 707/938-8448.

AMA/D-36 CALIFORNIA HARE SCRAMBLES
Hollister Hills ORVP, Hollister, CA. All classes. Sign-up starts 7 am, race 10 am for all Am/Exp, OT and Vets, sign-up starts 10 am, race 1:30 for all Nov. OT and Vets. Entry $20, $3 discount to D-36 AMA club members. Must show club card. $1 spect. fee. Info 415/522-6432 or 408/259-3097.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

CMC CALIFORNIA MOTOCROSS
Spillway Park Inc., Santa Maria, CA. Hwy 101 at N. Broadway exit. All classes. 100% Pro pb, 30% trophs for Sportsmen and Pro. Gate 6:30 am, sign-up 7-8:45, prac 8:30, race 9:30. Entry $12 sportsman, $20 Pro. Gate fee $2 weekdays, $4 weekends, $5 raceday. Info 805/925-0055.

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. S. of Dixon, CA. off Hwy 113. All classes. 100% pb, trophs. No bicycles, no dogs. Gate 6:30 am, sign-up 7, prac 7:30, 1st race 9. Entry $15, $20 plus $5 Semi-Pro, $5 watch, $1 child. Info 916/678-3592.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

MRA OREGON GRAN PRIX TEAM RACE
Follow signs from Jacksonville, OR. on Hwy 238. Jackonsville is 5 mi. W. of Medford, OR. Amateur and Exp. classes. 30% trophs, patches to all finishers. 6 laps on 15 mile course (3 per rider). Pre ride course on Saturday o.k. Sign-up 8 am, rider meeting 9:30, start 10. Entry $15 per team. Info 503/773-9590 (Dave Riant).

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

AMA/D-37 HARE & HOUND
Teagle wash area. 3 35 mile loops. Limed from 395 and Trona. 9 AM start. Info. 213/803-4959.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA., 91335. Info 213/881-5778.

TEXAS SAN ANTONIO MX
Motosport Park, San Antonio, TX. All classes incl. Over 30 A, B. Silencers reqd. Rider's meeting 8:45 a.m., race 10 a.m. Entry $10, $15 Seniors, 150% pb. Info 512/649-2196 (M.E. Shaner).

TRIAL DE ESPANA
Saddleback Park, Orange, CA. Best riders in the US to compete. Starts at 10 am. Sign-up 8:30. All classes $10. Sanctioned by ATA. Info 714/776-7539 or 213/538-9337 (Mike).

December 18

AMA/D-36 CALIFORNIA DIRT MARATHON
Lodi Cycle Bowl, 5801 East Morse Rd., Lodi, CA. All classes, includ. 3-whlrs. Trophs only. Gates open 7 am, sign-ups for all classes 8-10 am. Entry $10 ride, $2 watch, 12 and under free. Info 209/368-7182, 209/931-3722.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick)

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

AMA/D-36 MARYSVILLE MOTOCROSS
E Street Track, Marysvile, CA. Hwy 70 to N. Beale Rd. (at South City limits), then go over Levee on Shad Rd. (one block west of Honda of Marysville). Rain or shine. No pit riding, no riding day before race. AMA & D-36 cards on sale at track. Entry $15, $20 Pros, $4 watch, 6-12, $1. Info 916/695-2727 (Charlie Sexton).

CALIFORNIA SMX MOTOCROSS
Saddleback Park, Orange, CA. Frwy 550 to Chapman exit, East 7 mi. to Santiago Canyon Rd., rght to county fire station, lft on Rd. past fire station. 33.33% trophs. 1984 SMX license now avail. at track. Gates open 7:30 am, prac 8-8:30, race 9. Entry $12, $15 Pro. Info 714/831-3482 (James R. Beltinck).

CMC MOTOCROSS
Brentwood, Ca. Corner of Camino Diablo and Vasco Rds. All classes. Trophs. Gate 6:30 am, sign-in 7, race 9. Entry $15, $15 plus $5 gate fee for Pros. Info 415/798-5696 or 634-3328.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station.

CRC Presents
AMATEUR SUPERCROSS
Sunday, January 29, 1984
At
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IN CASH & CONTINGENCIES
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ALL CLASSES
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RIDE THE SAME COURSE AS THE PROS!
YOU MUST QUALIFY TO RIDE
(ONE RACE DOES IT)
At CRC Qualifiers Marked With * 20 PROS will Qualify For The Saturday Night, January 28 PRO SUPERCROSS.

QUALIFIER SCHEDULE:

Dec. 9	Fri. Night	Corona Raceway	Corona, CA
* Dec. 11	Sunday	Saddleback Park	Orange, CA
Dec. 16	Fri. Night	Corona Raceway	Corona, CA
* Dec. 18	Sunday	Indian Dunes	Valencia, CA
Dec. 18	Sunday	Canyon Raceway	Phoenix, AZ
Dec. 25		NO RACE	
Jan. 1		NO RACE	
Jan. 8	Sunday	Canyon Raceway	Phoenix, AZ
* Jan. 8	Sunday	Saddleback Park	Orange, CA
Jan. 13	Fri. Night	Corona Raceway	Corona, CA
* Jan. 15	Sunday	Indian Dunes	Valencia, CA
* Jan. 22	Sunday	Saddleback Park	Orange, CA

(Last Ditch For Any Opening)
CRC MEMBERSHIP REQUIRED — INFO: (213) 830-7519

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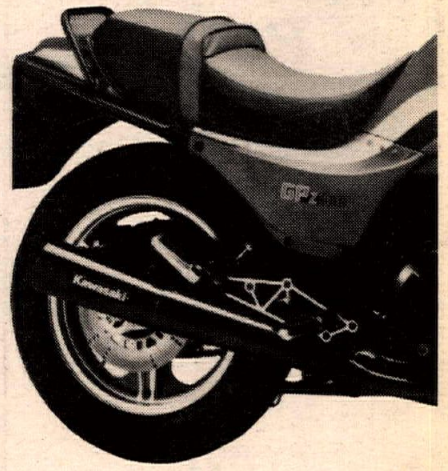

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DETAILS IN THE CALENDAR SECTION

CRC RACE SCHEDULE
Dec. 11 — MOTOCROSS
Saddleback Park
Dec. 18 — MOTOCROSS
Indian Dunes
Dec. 25 — NO RACE
All Events
Anaheim Stadium Qualifiers
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Open 7 Days 714-558-1584
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SMX—MX — Every Saturday
SADDLEBACK PARK

CORONA RACEWAY R.A.C.E.

Fri.	Dec. 9	Motocross
Sat.	Dec. 10	FT ½, ¼, TT
Fri.	Dec. 16	Motocross
Sat.	Dec. 17	Odys, 3 Whrs

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Bold Belts Double	19.97
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JT Wet Gloves	3.75
MX Sox	4.54
Enduro Jugs	14.77
Answer Fanny Packs	18.48
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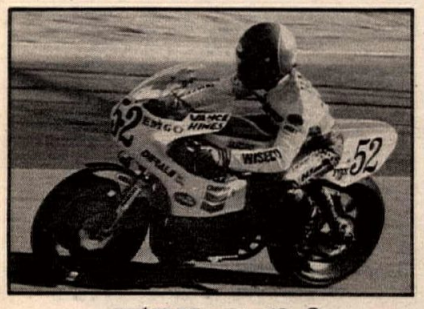

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All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA CMC 4-STROKE MX NATIONAL
Carlsbad Raceway, Carlsbad, CA. All classes. Plaque for overall winners. Gate open 7:30 am, prac 8, race 9:30. Entry $15 post, $25 post Pro. No lic. reqd. Info 714/261-6116.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/428-3895.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

ARIZONA 2 HOUR ROAD RACE
Phoenix, AZ. Phoenix International Raceway. 115th S. of Baseline Rd. Formul 1 (601-Up), Formula 2 (o-600cc) classes. Trophs. 2 hr. race with mandatory rider change after ½ hour. Gate 6:30 am, prac 9, race 1 pm. Phoenix Road Racing Organization. Info 602/973-2185, 247-5542.

December 19-23

RUSS DARNELL MOTOCROSS SCHOOL
Saddleback Park, Irvine, Ca. All ages, all skill levels, bike sizes welcome. Five day motocross training camp. Daily exercise program, time trials. Entry $200 per student. Entry limited. Gift certificates avail. Info 714/980-3212.

December 27-28

RUSS DARNELL MOTOCROSS SHCOOL
Indian Dunes, Valencia, CA. Entry $80. Gift certificates avail. Info 714/980-3212.

January 1

CALIFORNIA MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo and Vasco Rds. 4th annual New Year's Day Marathon. Sign-in 10 am, race 12 noon. Info 415/634-3328 (Tom Anderson).

January 2

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m.; race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

January 7

IDAHO SHORT TRACK
O'Connor Field House, Caldwell, ID. 21st and Cleveland. All classes. 30% trophs, 90% pb. Ex. 10% overall winner pb for series winner. Gate 4 pm -6pm, prac 6-7, race 7. Entry $10, $15 Ex., plus $5 to insurance, all riders. Owyhee Motorcycle Club. Info 208/722-6419 (Keith Thompson).

January 8

V.O.T.E. CALIFORNIA TRIALS
Indian Dunes, Valencia, CA. I-5 to Hwy 126 West to Track. All classes. 20% trophs, each class. ATA first Pt. trail ride of the year. Beginner oriented. Sign-up 9 am, riders meeting 9:45, start 10. Entry $7 pre, $8 post, first time rider free, non ATA member add $2. Entrance to park $7. Info 213/455-3093.

NEVADA HARE & HOUND WORLD CHAMPIONSHIP
Las Vegas, NV. 150 mi. point to point. Professional desert race. Info write to "Best In The Desert" c/o Sportsman Cycle, 3475 Boulder Hwy, Las Vegas, NV 89121, or call 702/457-0343.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. info 714/653-8068, 5840, 7979.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

TEXAS SAN ANTONIO MX
Motosport Park, San Antonio, TX. All classes incl. Over 30 A, B. Silencers reqd. Rider's meeting 8:45 a.m., race 10 a.m. Entry $10, $15 Seniors, 150% pb. Info 512/649-2196 (M.E. Shaner).

January 15

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph.,

150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz) 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/428-3895.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
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CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 gauranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

January 21

IDAHO SHORT TRACK
O'Connor Field House, Caldwell, ID. 21st and Cleveland. All classes. 30% trophs, 90% pb, Ex. 10% overall winner pb for series winner. Gate 4 pm -6pm, prac 6-7, race 7. Entry $10, $15 Ex., plus $5 to insurance, all riders. Owyhee Motorcycle Club. Info 208/722-6419 (Keith Thompson).

January 22

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

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Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

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Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

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Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/428-3895.

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Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

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South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

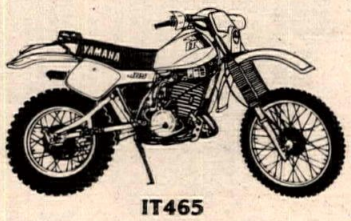
January 29

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX

CHAMPION HONDA YAMAHA
HOLIDAY SALE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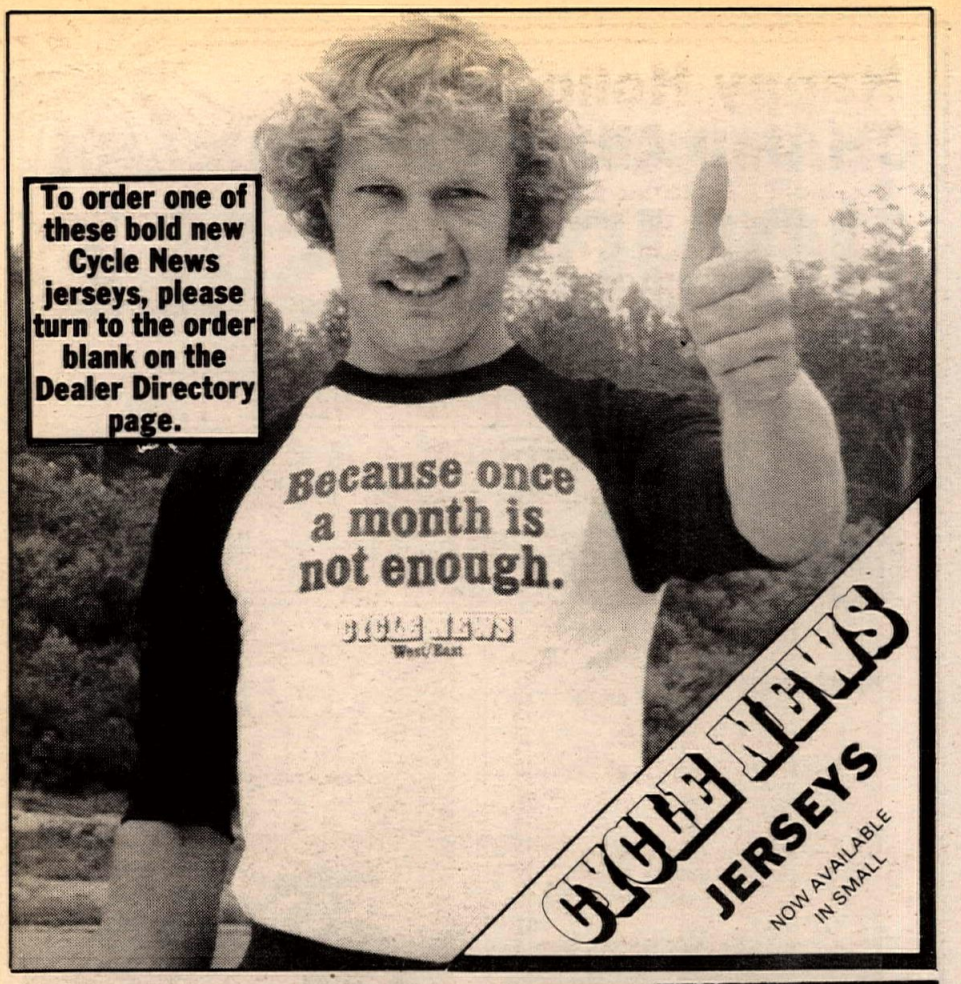

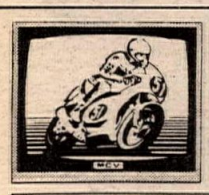

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Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

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TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

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Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

February 5

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

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Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

ROAD RUNS

Decmeber 11

GUMBALL 200 ROAD RUN
Accessories Unlimited, 26057 Bouquet Canyon rd., Sagus, CA. Pins, coffee and donuts. D-37 point run, last points run '83. 7 am-9. Entry $5. Info 805/255-6522(Boyce or Phyllis Williams).

December 17

ARIZONA TOY RUN
Harley Davidson of Tucson, Tucson, AZ. 5205 E. 22nd St. Sign-in 11:30 am-1 pm. Donations $5 or new unwrapped toy. Run pins first 200 at sign-in. Sun Riders M/C. Info 602/885-5296 or 578-1083.

January 14-15

CALIFORNIA M/C ROAD TOUR
Starts at Hutchins Motor Sports, Yucca Valley, CA. Patchs and pins. Sign-up 6 am, or Fri. till 8 pm. Call or write for entry blanks. Info 619/365-6311.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

Seattle International Raceway AMA Motocross Kent, WA Nov. 20, 1983 By Sue Sykes

PEE WEE	
Rod Stanley	Kaw
Brad Lewis	Kaw
PEE WEE B	
Shane West	Kaw
Billy Zwick	Kaw
Michael Hurst	Hon
PEE WEE C	
Ryan Yocum	Kaw
Troy Felker	Kaw
Brian Strader	Yam
MINI A	
Larry Ward	Kaw
Oren Bray	Kaw
John Sowards	Kaw
MINI B	
Tara Harrison	Kaw
Derek Hughes	Hon
Tommy Eddington	Suz
MINI C	
Ed Santos	Suz
Jason Crandell	Suz
Dean Dresen	Hon
100 A	
George Higley III	Suz
100 B	
Scott Bates	Yam
Wayne Laurent	Suz
100 C	
Cindy Quenzer	Yam
125 PRO	
Kenny Almquist	Suz
Jeff Sowards	Hon
Lonn Inman	Kaw
125 A	
Rob Evans	Yam
Kevin Whyte	Hon
Aaron Shardelman	Kaw
125 B	
Lloyd Young	Yam
Gary DePoe	Yam
Mitchell Didcott	Hon
125 C	
Gary Anderson	Suz
Willian Kieffer	Hon
Michael Bosnick	Kaw
250 A	
Pete Hesel	Kaw
Danny Bullock	Hon
John Kocher	Hon
250 B	
Brian Winnem	Suz
Nathan Ross	Suz
Tony Lemaire	Suz
250 C	
Reed Stone	Kaw
Ron Blackman	Hon
Bob Thompson	Yam
OPEN PRO	
Michael Crater	Hon
Jon Pike	Hon
OPEN A	
Rodney Crater	Hon
Ted Pailey	Yam
Dan Rager	Yam
OPEN B	
Randy Stoneman	Hon
Dan Nix	Suz
Bruce Honrud	Hon
OPEN C	
Todd Petchnick	Suz
J. Ray Mallow	Suz
Dave Crockett	Yam
OT	
Ernie Long	Hon
OTHG	
Paul Hanson	Suz
Doug Wilke	Suz
John Collum	Yam

Oakhill MX Alvord, Texas Sanc. #1116 Oct. 30, 1983

PRO CLASS	
Marty Layland	Hus
Mitch Milson	Hus
Billy Smith	Hon
Paul Faynter	Yam
David Greenhill	KTM
OPEN EX	
Dirk Howeth	Yam
Raymond Powell	Mai
Jimmy Jacobson	Mai
Brandt Lucido	Hon
Robert Walls	Yam
250 EX	
Dana Wright	Yam
Lennis Faulk	Mai
Larry Dodson	Mai
Ken Mulkey	Yam
Matt Smith	Yam
200 EX	
Mike Bruce	Yam
Gerald Flippin	Kaw
Ted Elmore	Kaw
Eric Beatty	C-A
Alan Johnson	Kaw
EX	
David Jones	Kaw
D.L. Wood	Yam
Tommy Huff	Yam
Glen Boyett	Hon
Kevin Pace	Suz
OVER 30 EX	
Ed Terrell	Yam
Eddie Gillis	Mai
David Folmar	Yam
Harold Kendrick	Mai
Sonny Truitt	Yam
OPEN AM	
John Blanton	Mai
Scott Simpson	Yam
Roger Mora	Yam
Pat Kennedy	Yam
Brad Pollock	Yam
250 AM	
Rick Hillhouse	Hon
Larry Calvin	Hon
Dale McKuen	Yam
Ed Duncan	Hon
Johnny White	Yam
200 AM	
Tracy Anders	Yam
Steve Gillis	Hon
Randall Cox	Yam
Dennis McCoy	Kaw
Kurt Walker	Suz
125 AM	
Chris Retra	Yam
Brad Brown	Kaw
Doug Matheny	Yam
Rance Walker	Yam
James Venator	Yam
OVER 30 AM	
Scott Roberts	
Donny Goodlett	Yam
Doug Goodlett	Yam
Charles Pritchett	Mai
Ray Harrelson	Hon
OVER 38 AM	
Jerry Boren	Yam
Dwight Leatherwood	Hon
Rick Denny	Kaw
Alvin Kaywood	Hus
Ric Wagnon	Mai

Point Standings Central Washington Dealers Sun Challenge Motocross Series

OTHG NOV	
Ken Bailey	KTM
Voyt Lyons	Suz
OTHG EX	
Mark Augenstine	Hon
Patrick McCafferty	Yam
Fred Parton	Kaw
OT	
Ron Marshall	Yam
Chuck Akin	Mai
PEE WEE 60	
Erik Wilz	Yam
Lucky Rowland	Kaw
Bill Cooper	Kaw
MINI NOV	
David Foster	Yam
John Cooper	Kaw
Rodney Virden	Kaw
MINI EX	
Jon Calhoun	Kaw
Jamie Munson	Yam
125 NOV	
Mat Wilcox	Yam
Scott Knudsen	Yam
Dave Contour	Kaw
125 EX	
Steve Cooper	Yam
Jamie Munson	Yam
Bruce Johnson	Yam
OPEN NOV	
Randy Rosen	Hon
Mike Alf	Mai
250 NOV	
Brad Leslie	Kaw
Lance Forsee	Suz
Mat Miller	Yam
125 PRO	
Dennis Ostriem	Suz
Brett Trimbly	Suz
250 PRO	
Ron Pomeroy	Suz
Dennis Ostriem	Suz
Joe Wright	Hon
OPEN PRO	
Joe Wright	Hon
Jerry Bewlay	Yam
250 INT	
Bubba Waters	Mai
Kelly George	Yam
Tom McCrosky	Hon
Gage Hopkins	Hon
Don Pierce	KTM
OVER 30 INT	
Ron Mullens	Hon
Les Stults	KTM
Mike Banks	Mai
Chuck Matheny	Yam
Don Ehmke	Yam
MINI SR	
Darrell Heine	Yam
Michael Davis	Yam
Doug Faulk	Kaw
Brent Shaw	Yam
Tommy Huff	Yam
MINI JR	
Chip Munn	Hon
Jeff Woods	Kaw
Kelly Ehmke	Yam
Brook Matthew	Yam
Scott Schambacker	Yam
LADIES OPEN	
Dee Ann Wood	Yam
Pat Milliken	Hon
Kathy Boddy	Hon
Velvet Schambacker	Hon
Paula Welborn	Hon
BIG BIKE OVERALL	
Dana Wright	Yam
SMALL BIKE OVERALL	
David Jones	Yam

AMA District 36 Short Track Point Standings

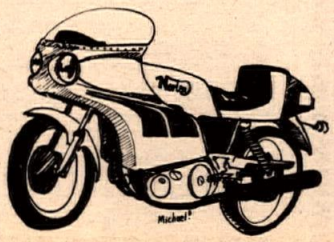
Chris Carr	206
Aaron Hill	196
Dave Ryan	115
Dale Hansen	105
Bruce Johnson	86
Chad Felicio	74
Dirk Sauer	72
Mike Gresham	67
Joe Knight	66
Craig Scroggins	57
MINIS	
Kelley Fischer	20
Danny Cahoon	13
Steve Raymond	3
Tommy Carriger	1

1983 Central Road Race Club Standings

ENDURANCE SERIES	
Open: Good Times	Yam
HvyWt Super: M&N	Hon
HvyWt Prod: Cave Bros.	Kaw
Med Prod: Good Times	Yam
LtWt Super: R.B.E.T.	BMW
LtWt Prod: Creeger/ Lanmon	Suz
EX	
Form 1: Britt Turkington	Suz
Form 2: George Wallace	Yam
Form 3: Harold Peters	Suz
A Super: Britt Turkington	Suz
B Super: Ronnie Lunsford	Hon
C Super: Charles Brothers	Yam
D Super: Paul Smith	Duc
E Super: Jesse Daniels	Yam
A Prod: Ronnie Lunsford	Hon
B Prod: Ronnie Lunsford	Hon
C Prod: Charles Brothers	Yam
D Prod: Paul Smith	Duc
E Prod: Harold Peters	Kaw
NOV	
Form 1: Ottis Lance	Suz
Form 2: David Ray	Kaw
Form 3: Skip Epp	
A Super: Richard Prescott	Hon
B Super: Richard Prescott	Hon
C Super: Ottis Lance	Suz
D Super: Kevin Horton	Suz
E Super: David Ray	Kaw
A Prod: Richard Prescott	Hon
B Prod: Richard Prescott	Hon
C Prod: Ottis Lance	Suz
D Prod: Kevin Horton	Suz
E Prod: David Ray	Kaw
F Prod 80: Scott Schaeffer	
F Prod 50: Phillip Childs	
Pit Bike: Robert Brothers	
HvWt Vintage: R.N. Root	
LtWt Vintage: James Gardner	

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.



Happy Holidays To You All! COME IN!
Buy Your Christmas Gifts Here!
Layaway till Xmas!
Open Sundays 10 a.m. to 4 p.m. until Christmas!
LOW, LOW PRICES ON NAME BRAND ACCESSORIES
FOR "YOUR" MOTORCYCLING NEEDS
STREET | TOURING | ATV | DIRT | HELMETS | APPAREL
western cycle supply
13053 Rosecrans Ave.
Norwalk, CA 90650
802-1911
HOURS
MON-FRI 10-7
SAT 9-5

NOTICE
Holiday Sale Going On Now
SAVE 10 to 50%
On All Parts & Accessories
* Nothing held back
* Everything In The Store Drastically Reduced
* Giant Selection
* Over 800 Helmets In Stock
* Don't Miss It! *
* Motorcycles
* Generators
* Parts & Accessories
PASADENA HONDA
"We're Known For Our Prices"
Open Mon-Fri 9 to 9, Sat. 9 to 6.
U.P.S. Daily
2480 East Foothill Blvd.
Freeway Close
(213) 795-0271

NOT JUST ANOTHER STROKE.
GENUINE YAMAHA

M/C TIREWORKS
The Motorcycle Tire And Wheel Specialists
SUPERSAVER!
3.50x21 Knobby $4.50

4.10x18 K138	$53.00
4.00x18 K690A	$42.00
4.50x18 K138	$58.00
5.10x18 K690A	$52.00
5.10x18 K138	$63.00
3.00x21 K139	$52.00

Sale Ends Jan. 15, 1984.
Prices good only with this ad.
Call On Our Complete Line Of Street & Dirt Tires
San Fernando Valley
9025 Sepulveda
Sepulveda, CA
(213) 893-7806
Torrance-South Bay
26023 S. Western
Lomita, CA
(213) 539-4150

10,000 Tiny Shocks in Every Grip!
Revolutionary new GRAB ON Grips contain over 10,000 NITROGEN CHARGED cells that act as shock absorbers to help reduce vibration related hand and arm discomfort.
Tough CLOSED CELL foam can't absorb water so GRAB ONS don't get soggy from rain or perspiration. Pick up a set of GRAB ONS and FEEL the difference!
GRAB ON.

NEO SYNTHETIC OIL
NEO OIL COMPANY
2865 Gundry, Long Beach, CA 90806
(213) 424-8118
DEALER INQUIRIES INVITED

WANT ADS

Help Wanted

Design & Engineering Assist.
Must have motorcycle mechanical experience. JARDINE HEADER, 7142 Bellgrave, Garden Grove, CA 92641. (714) 893-7594. (246-49)

MOTORCYCLE MECHANICS Institute is now accepting applications for instructors. Two years experience required. Call Gary Andresakis (602) 869-9644. (245-50/NW)

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TFN)

Rick Landry's M/C Stunt Team
3rd annual try-out. (213) 827-2410. (248)

Sales Manager Wanted
Seeking top flight professional to head distributor and dealer, sales and service. We offer a challenging opportunity to a motivated, self starting individual. Candidate needs familiarity with motorcycles. Person must be strong in verbal communication, creative planning, organizing and knowledge of selling. Some travel covering U.S. * Top salary, benefits, profit sharing. Send resume to: NATIONAL CYCLE, Box 158, Maywood, IL 60153. (312) 343-0400. (248/NW)

Long Beach Honda Motorcycles Is Where It's Happening
We need one salesperson that's got it all together. Must have motorcycle sales experience. All company benefits, super pay plan to the right person. Call Carl Diamond, (213) 423-1433. (248-50)

Formula I Rider Wanted
Looking for 1984 Season rider. Send resume to: Carter Fisher, P.O. Box 773, Rio Vista, CA 94571. (148)

Parts Person
Experienced only. Apply at: INTERNATIONAL MOTORCYCLES, Canoga Park (213) 346-3700, ask for Linda. (248)

O'Neal USA * Salesman *
Experienced salesman needed for prime Orange County/South Bay/Los Angeles County territories. Send resume to: 9555 Owensmouth, Chatsworth, CA 91311. (248-49)

Journeyman Mechanics
3 immediate openings, generous commission plan based on $40 per hour labor rate. Benefits. YAMAHA OF SAN JOSE, CA. (408) 578-0670. (248&50/NSW)

Business Opportunities

So. Cal. Independent Dealership
Excellent opportunity, beautiful location, complete operation. Parts, accessories, service, used bikes. Terms available. (714) 859-6907. (247/TFN)

Small Yamaha Dealership 4 Sale
Established business on the Colorado River, Parker, Arizona. Owner wants to retire. $150,000 gross per year. Easy terms, call for details. (602) 669-2024. (248-49)

MOTORCYCLE/ATV accessory store for sale in Hemet, Calif. (714) 658-2600. (246-50)

'79 Can-Am 250
Qualifier, excellent condition, Works Performance suspension. $500. Days (213) 889-2211, ext. 2586. Evenings (805) 498-9544. (348-49)

'77 HUSKY 390 CR 6-speed. Three gas tanks, Curnutt shocks, Terry fork kit, skid plate, $500/or trade for 650cc Rickman Triumph. (805) 264-1219. (148)

81 YZ250 Not Raced $825/OB
Very clean, well maintained, must sell before Christmas. (714) 861-6039. (148)

XR750 Parts
Wanted: used or damaged crankcases and cylinder heads. Call collect before 6:00, (313) 756-9110; after (313) 545-1737. (147-48/NE)

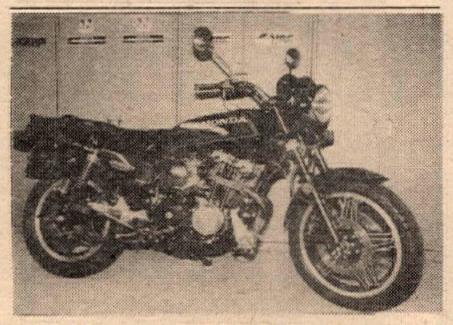
1979 Husky CR-250
Excellent condition, engine recently rebuilt, many extras. Call (213) 334-5468, after 6 p.m. (147-48)

'81 Maico 490 Mega II * $850
Seldom used, well maintained, exceptional condition! Call (213) 334-5468, after 6 p.m. (147-48)

1976 Kawasaki KX-900
Excellent condition; new tires and brakes, low price; $1195. (714) 831-2208. (148)

Equipment For Sale
Brand new, never used 30 ton hydraulic press, sold for $1900 — Sacrifice $1000/OBO. Also: 3 speed vertical and horizontal industrial brand saw, also brand new, never used, sold for $4000 — Sacrifice $2000/OBO. Call Mark at PERFORMANCE CYCLE WORKS, INC. (213) 861-9957 or evenings (213) 861-9871. (148-40)

'82 Yamaha YZ490
Bought June '83. Ridden only twice, still smells new! $990. (714) 737-1814; (714) 371-4806. (148)



'82 Honda CB900 Custom
Super low mileage, like new condition. $2200/OBO. (213) 514-2733. (148)

1983 490 Maico
Changing to 250 class. Rocky Williams mods, as follows: ported, forks, shock, chain guide. Also: Boyesen Reeds, Answer silencer, Hi-Flite seat, Terry cables, Dunlop K-139 front, Metzeler multi-X rear, new top end, new paint, 13-48 gearing, trick gold anodized aluminum. Race ready, may be seen at R.G. Cycle West. Ask for Steve. $1875. Days (213) 782-5857. Evenings (805) 259-1345. (348-49)

For Sale: Ducati Ducati Ducati
1959 Single 200cc Elite. 1975 GT750, new paint & Contis. 1976 GT860, good tires & Contis. All these Ducatis are in very, very good condition. Call evenings after 5, John, (717) 838-5879. East code (348NE/&49/50 West code 348NE)

Coffman's 1983 Tecate Pipe
Coffman's is pleased to announce our NEW Kawasaki Tecate 250 pipe. Out run the competition with this hand rolled, high performance pipe! Guaranteed for SUPER PERFORMANCE!! Call NOW! $140 (price includes custom aluminum silencer). COFFMAN'S, 15182-A Bolsa Chica Rd., Huntington Beach, CA 92649. (714) 897-2209. (247-48/NW)

1978 Ducati 900 SS
Ported, big valves, 2 into 1, Imola cams, high pipes, EPM WM6, plus all spares and stock parts. $5,000. A steal! (203) 749-9504. (146-49/NE)

GS1100EX — Very Clean (Blue)
Great sports tourer, for one or two. Rack and rack bag, back rest, tank bag, quarter fairing match painted, new Dunlop Elites. 11,000 miles. $2900. Days; Steve Miranda (714) 632-4661. (147-48)

★★1984 Pro-Cycle KTM's★★
See the new KTM's at So. Cal's #1 KTM dealer. Largest KTM parts inventory with daily UPS service. PRO-CYCLE KTM, 1265 Lincoln, Anaheim, CA 92805. (714) 772-8170. (245/TFN)

Praise The Lord
Interested in weekend rides or racing events while sharing and fellowship? Please call Mike (714) 838-8199. (348)

'83 KX 125
Brand new top end, 38mm Mikuni flatslide carb., excellent condition. $1000/OBO. (213) 360-3175. (347-48)

'83 Honda UF750F Interceptor
Must sell, new condition, less than 200 actual miles, $3500. (406) 587-4281. (348)

Greer "F" Series Sport Fairing
Fits all "F" models, 7" or rectangular headlight. R65/R80 BMW. $3.00 for catalog. GREER SPORT FAIRINGS, 1945-D Placentia Blvd., Costa Mesa, CA 92627. (714) 646-4852. (243/NW/TFN)

1981 European YZ 250
White with red seat. Fox twin clicker, Lectron carb, HD wheels, latest Dunlops, spares. Reliable and immaculate!! (714) 496-4710. (347-48)

* Maico 250 & Yamaha 465 *
Both 1980's, low hours, clean, reliable, extras. $800/each. (714) 629-9607, before 6 p.m. (714) 628-9691, evenings/weekends. (347-49)

Speedway Equipment Sale!
Bobby Schwartz's British League equipment. Jawa & Godden complete machines, engines, frames, wheels and spare parts. Junior equipment also available. SACRIFICE — Everything must go! Call for details: (714) 675-5060, before 10 a.m.; or evenings. (147-48/NW)

Speedway Racer Jawa 2-Valve
Very clean! $600. (916) 363-9136. (147-48)

Pro Performance Moto X School
December 19, 20, 21; December 26; Indian Dunes. CHRISTMAS CERTIFICATES AVAILABLE for those SPECIAL RIDERS in your life! (714) 673-6816. (147-49X)

Honda Sale
1976 ATC 70; $200. Honda express; $100. XR-200; $850. '83 XR350, $1250. All in good shape. (213) 709-8755, evenings. (248-50)

Boys Christmas! * YZ50 & YZ60
Perfect first bikes! Well maintained and reliable. $400/each. (714) 735-2754. (147-48)

Ronnie Jones TT And ST Bikes
Wood-Rotax 500 with Boss frame. Only has four races. Also two Kawasaki 250 short trackers, Viper frames, finished 4th 1983 Houston National. (405) 721-5588. (347-49/NE)

RADICAL 900F: Ultimate street fighter; Bassani, Fox, Cal-Fab, etc. Includes custom matched Tracy fairing. Designed for sport touring or backroad strafing. Must sell! Worth over $6,500; asking $4,000. Call (715) 341-3481. (147-49/NSE)

** Laverda Christmas Sale! **
1984 RGA 1000; RGS 1000: Mirage 1200; in stock NOW! Out of town customers welcome! BRITALIA MOTORS, San Jose. (408) 295-4342. (247-49)

Moto Guzzi LeMans * Benelli Sei
CHRISTMAS SPECIAL Call for prices. Out of town customers welcome! BRITALIA MOTORS, San Jose. (408) 295-4342. (247-49)

83 VF750F Interceptor (Red)
2,000 miles, in excellent condition, never raced or ridden in the rain. Extras include the finest superbike seat, rear seat cowl, Vance & Hines performance mufflers, rear Sport Elite - R, Ferodo pads, shop manual. $3,698. Wisc., ask for Frank Brotz, days (414) 458-2121 or nights (414) 458-9820. (347-48/NE)

'82 Honda XR 200R
With pipe, excellent condition. $900/OBO. (714) 524-5035, evenings. (347-48)

1976 Yamaha YZ-400 C
Good condition, priced to sell! $295. Call (714) 831-2208. (148)

1966 Velocette Thruxton
Silver and blue. Excellent condition. $3,500/OBO. (215) 296-2728. (347-50/NE)

Travel Trailer
20' Komfort; many extras, like new! $4500/consider trades. (213) 982-7290. (347-48)

'74 Montesa Trials
Better than original, completely rebuilt top and bottom. New plastic and tires. $675/OBO. (714) 643-0174. (347-48)

**** HODAKA PARTS ****
Shipped ANYWHERE! UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES (714) 840-6632. (234/NW/TFN)

*Racing Leathers*Never Used!
Vera's leathers, NEW. 5'6", 165 lbs. Black w/orange strip. $300. (801) 621-0176. (147-48)

(2) 1983 Kawasaki 125's
(1) with A-trak suspension; both raced very little. $800/each or BOTH: $1500. (619) 922-8322, evenings. (347-48)

Rotax 256 Engines
Special clearance price, $1,700, new in crate. 1982 Spec. 125cc air cooled, new in crate, kart race spec., $710. Call Richard King, days (704) 334-6816. (347-48/NSE)

SUPER PRO: Mileage computer, $205. BARK BUSTERS handguards, $49.50. "SCORE WITH A PRO" T-shirt, $7.50. SUPER GRIP knit gloves, $4.50. At your dealer or order direct. PERFORMANCE PRODUCTS, P.O. Box 1294N, Lacombe, LA 70445. (504) 882-3107. (243/ALT PIX/NSE/TFN)

Pasadena Honda
Holiday sale going on NOW! (213) 795-0271. (247-50)

1983 Kawasaki KDX 200
Excellent condition, MUST SELL before Christmas! Asking $1275. Call Kenny (714) 846-7063, evenings. (347-48)

1100cc Honda & Super Side Car
Goldwing with class side car, low, low miles, extras. Mike (213) 788-2251. (147-49)

TOP QUALITY HANES 50/50 shirt. White with red trim. S-M-L-XL: $8.95/pp. WA residents add 58¢ tax. HILLTOP, 20717C Hwy. 99 #137N, Lynnwood, WA 98036. (147-48/NWX)

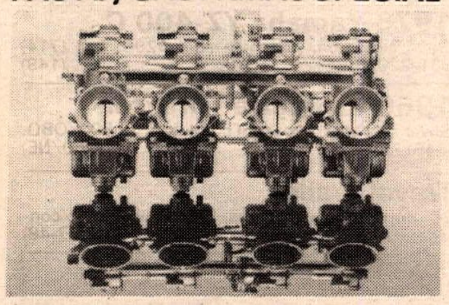
'82 Husky 430 WR
Fresh top end, great condition and lots of extras. $1200/OBO. (213) 888-8880, evenings. (347-48)

Even Breaks Motocross Gate
30 bike back drop gate. Hot dip gal. Used 4 times. Mint condition. 20 ft. lengths may be extended with factory built units. $1,200. (216) 898-6848. (346-49/NSE)

NEED:
Right hand original plastic Honda 300 tank emblem. Call collect (403) 453-3146. (348-49/NW)

'83 Husky 250-XC & WR
Both bikes have less than 300 miles. Both have 4 ply Metzeler's, skid plates, Three Phase filters, front brake guards, o-ring chains. $1500/each. (505) 526-1592. (348-49/NW)

FAST by GAST XMAS SPECIAL



33mm MIK Smoothbores: $325
ALSO AVAILABLE: Clutch Pushers Z1/KZ, ONLY: $14.95. ATTENTION: STREET RACERS. Kwik shift for full throttle clutchless shifting; ONLY: $109. Contact. FAST by GAST - High Performance Specialists. (716) 773-1536. (246-48/NW)

1982 Kawasaki KDX 250
Terry kit, forks, White Power heart transplant shock, Metzelers, low mileage, excellent condition, $900/ OBO. (213) 318-2352, evenings. (146&48)

Pasadena Honda
Holiday sale going on NOW! (213) 795-0271. (247-50)

Turbo Kits For Sale
Mr. Turbo kit for Kawasaki 900 or KZ 1000; complete with water injection. $1000. American Turbo Pac kit for Yamaha XS1100. Contact: Nigel Patrick or Leroy Reinig. (714) 898-6033. (446-48)

'82 YZ-250 J * $700
Runs great, good condition. DG pipe, Boyesen Reeds, fresh motor, MUST SELL. (714) 527-1774. (146-48)

Coffman's ATC 200X Pipe w/alum. megaphone silencer
COFFMAN'S has created a totally sano ATC 200X pipe with aluminum silencer! This one of a kind system offers tremendous horsepower as well as custom looks. Stock heat shield bolts up to head pipe. Easy to mount. (Same style available for Yamaha YTM225!) $84.95 Retail. Dealers Welcome. 15182-A Bolsa Chica Rd., Huntington Beach, CA 92649. (714) 897-2209 or (714) 891-7172. (246-48/NW)

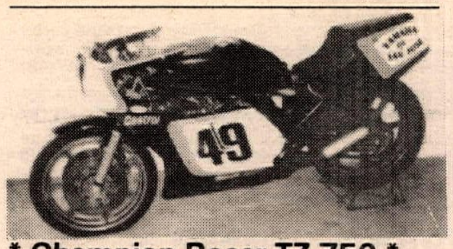
New Husqvarna's in stock now!
At least 40 Husqvarna's in stock for immediate delivery. 1982 125-WR or 125-XC: $1395. 1982 250-XC: $1575. 1982 430-WR or 1982 430-XC or 1982 500-CR: $1995. 1983 & 1984's at similar savings! (1) 510-TE 4-Stroke left! Out of town customers welcome. We ship parts UPS daily. BRITALIA MOTORS, 10th & Tully, San Jose, CA. (408) 295-4342. (244-49)

1983 GPz 550 Kawasaki
3 months old, 2400 miles, new rear tire, new condition. $1995/Firm. Days (714) 866-7625; Evenings (714) 585-4742. (346-48)

'83 Interceptor Superbike
Ready to race, many, many extras! $6000. (206) 939-7430. (346-48)

Knight Frame YZ490J & Extras
1982 YZ490J, new 83 frame, motor fresh, extra cylinders, (1) WKR, (1) Krause, (1) stock, 38 & 40mm carbs, Fox Shox, RH shift, Grimeca brakes, Marzocchi front end, quick-change R wheel, glass EC, braided line, Jemco pipe, $2,500. W/O front end, $1,950. 1979 Staracer MX250B motor, EC, WKR top end, Ceriani, Grimeca, Works shocks, good glass, $1,800. Wide rims on both bikes! Ask for Tom, (716) 352-6263 or (716) 637-5340. (148NE)

TZ — 750 Roller
Rolling chassis with fairing. Excellent condition, Wasco monoshock, days (206) 789-1930; Scott. Write: 2818 35th Ave. W., Seattle, WA 98199. $1250. (148-49)



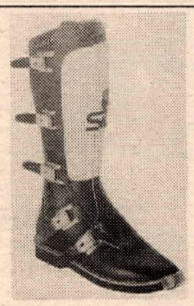
* Champion Racer TZ 750 *
Alan Barbic's 295 lb. winner. Race ready, top 5 potential! Hand made chassis, Dyno developed fresh motor. Spares and consultation available. Will ship C.O.D. Call for information. YAMAHA OF SAN JOSE (408) 578-0670. (244-50/EOI/NSW)

1982 Yamaha IT465J * $850
White Bros. shock and fork kit, 6 races and play ridden by senior. Reliable and runs well! (714) 770-1481, 7-9 p.m. (348-49)

Wanted: New Members
Safari trail riders M/C family camping club. (714) 556-4339. (714) 545-5968. (348-49)

'82 Suzuki RM-125 Z
Fork and shock mods, ported, new safety seat, very fast. Only three play rides on fresh top end. $675/ OBO. (714) 841-6603. (148)

1980 Yamaha IT 425
Excellent condition, runs great, $750/OBO. (805) 251-1249. (148)



SIDI SUPER SALE: Sidi MX or Enduro buckle boots. Blue or black. Only $99 per pair! Free shipping. Limited stock and sizes. Order now for Christmas! MOTOPRO CYCLE SUPPLY, (215) 639-0182. Visa, MasterCard, COD. (246/NSE/TFN)

'83 KDX 200
Excellent condition, $1200. (213) 530-8479; (213) 538-1134. (348)

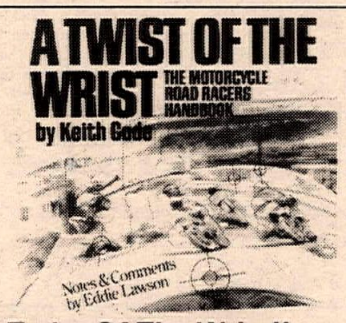
Jawa-CZ 250 I.S.D.T.
1970 Enduro model, excellent condition, runs great. Can ship, $400. Call Larry, days (815) 338-6462, IL. (348-49/NW)

Jawa 2-Valve
Motor only; $300. (714) 898-5857. (348)

Wanted Speedway
Used equipment, tanks, H-sections, wheels, seats, etc. Anything considered. (714) 898-5857. (348)

Kawasaki 250 Enduro/Street
1970; 7,000 original miles, looks & runs GREAT! $250. (714) 776-1095, after 6 p.m. (546-49)

K1 Honda 750 Stock
Excellent condition with extra gas tank, cylinder, head, seat and luggage rack. $800/OBO. (213) 821-9005, leave message. (348-50



"A Twist Of The Wrist"
THE MOTORCYCLE ROAD RACERS HANDBOOK. Crammed full of the successful techniques Keith Code uses to train riders like WAYNE RAINEY and STEVE WISE. Even Eddie Lawson agrees: "The things Keith goes over in his book are things I do all the time..." ACROBAT BOOKS, P.O. Box 480820, Dept. DC-2, Los Angeles, CA 90048. (213) 484-9323. Cal residents, $16.95 (tax included). Other states, $15.95 (includes shipping and handling). Visa & M/C: Include signature, card # and expiration date. (245&48&50/NSW)

★★Attn: Honda Car Owners★★
JACKSON RACING has all the specialty products for your Honda car. Wheels, tires, fender kits, high performance packages, stroker kits, etc. We have it all! We also have complete tune-up, paint and bodywork facilities. Write or call for our catalog. JACKSON RACING, 15601 Producer Lane, Huntington Beach, CA. (714) 891-1113. (220/EOI/TFN)

TZ-250 G ** Brand New **
Never raced, scheduled to ride 1984 Nationals, job forces sale. Bratton crank, EPM wheels, fully sorted and ready to race. FAST & COMPETITIVE! $4200/ OBO. Call Richard (213) 374-8170. (145-48/NSW)

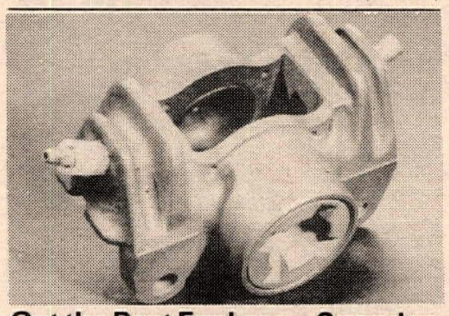
'82 Honda 480R
Dirt ready, low hours, $1000/OBO. (213) 224-8206. (148-49)

'83 KTM 504 MX
Trail ridden only, excellent condition. $1800/OBO. Also: 43mm KYB forks and triple clamps, fits Suzuki 125, 250 & 465. $200. Also: Simons UDX forks only $200. (213) 285-9293. (348)

KTM Demo's
1983 250 LC & 250 MXC. Both factory demos, both excellent condition, MUST SEE! PERFORMANCE CYCLE WORKS, INC., 7948 E. Firestone Blvd., Downey, CA 90241. (213) 861-9957, Mon.-Fri.: 10-7 p.m. Sat. 9-6 p.m. (248-49)

1982 Suzuki RM250
Great shape, new top end, White Bros. shock mod, new tires, single air box and more! $750. (714) 627-4415. (348)

Honda MB5 ** $450
Excellent condition, 90 MPG, bored to 60cc. (714) 549-3250. (348-49)



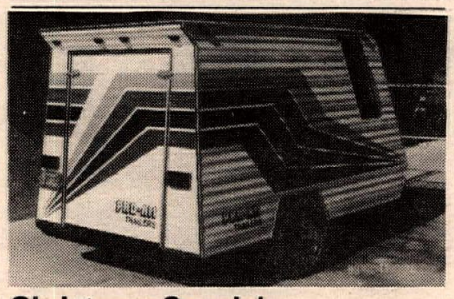
Get the Best For Less—Spondon
Calipers now $99.50 with FERODO pads. Lightweight, one-piece construction. PERFORMANCE RESEARCH ORG., RD #1, Dreahook Rd., Lebanon, NJ 08833. (201) 236-6947. (348,50,1,3NEX)

'81 Husky 430 CR
Excellent condition, desert/enduro ready, extras. Asking $1000. (213) 598-6355, evenings. (348)

1982 Suzuki RM-250D
Top condition, $1095. (714) 526-3943; (714) 879-2343, evenings. (148-49)

1983 Yamaha YZ 250K
RF porting, extra parts, excellent condition. $1350. (805) 482-7382. (348-49)

1982 KTM 495 5 Speed
Excellent condition, 5 miles on new motor, Z fork mod and pipe, A-trak suspension. $1000. (714) 557-3608 or (714) 541-4369. (348-49)



Christmas Special
Brand new fourteen foot Pro Am trailer. Overhead cabinets, windows and chrome wheels. Asking $2100. 1983 Honda CR-250, new engine, complete A-Trak suspension plus new Fox Twin clicker. Pro-Circuit pipe, many spares, fast! Cleanest in Calif. Asking $1550. (714) 735-5850. (348-49)

82 KX125 & Resumes Typed
KX-125: $775. RESUMES: $20 and Up. (714) 359-8164. (148)

1983 Suzuki GS 1100 ESD
New Pirelli Phantoms, fork brace, showroom condition, never raced. $3600. (408) 842-9955; (408) 578-0670. (248-49)

83 Hon. CR480R Support Bike
Owned and maintained by Honda registered technician, Simons link, ATK fork kit, all new plastic, new handlebars, levers, chain and sprockets, silencer, Boyesen reeds and lots more extras! Very clean, 12 weeks old. $1800/OBO. David or Richard, evenings: (213) 946-2200; (213) 944-5849; (213) 941-4431. Work (714) 537-7777, ext 22/23/24. (448)

1976 SUZUKI ROTARY: 5000 actual miles, mint condition. (402) 792-2828. (148NE)

'83 CR125 * $1375/OBO
Simons UDX60 forks, hot ignition, extra sprockets, tight engine, few hours/bike, very clean. (213) 941-4431. (448)

83 Honda CR125 Support Bike
Shop maintained, Simons link, Works pipe, RM ignition, RF porting, dual cam, front brake, very fast, showroom condition. Owned by parts manager, MUST SEE! Extras. Richard (714) 537-7777, ext. 24, days. (213) 691-6474, evenings. (448)

Had Enough 55?
Tired of keeping your tour or Superbike under 55 while the 18 wheelers blow you away? Express your opinion. 4½X2" weather proof 3-color vinyl graphic decal states: "Repeal 55" and combines International symbol for "NO" with speed limit sign. Sized specifically for motorcycles. Available for: $1.00/each OR (5) for $4.00. From: MOUTHPIECE, 1425 W. 12th St., P.O. Box 5757-W, Reno, NV 89513. (147-48/NWX)

TZ 125 H Road Racer
Complete and unused factory spares kit, floating aluminum front disc. Grimeca rear caliper, WM2 rims, rear slick, only 350 race miles. Call (916) 587-8582 or (415) 254-5503. (348-50)

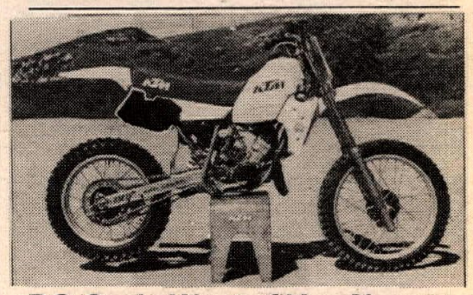
1983 KXL 250 & 500
Super clean, Ceet, Must see. $1250; $1450. (213) 402-8923. (148-49)

(2) TZ 750 Engines
(1) perfect; (1) needs rebuild. TZ-250 parts: J-crank, power valve govenor, monoshock, new J cases, H frame and tank. Other parts for earlier TZ's & Rd's. Unused RD 350 top end, Big Bore, TZ reeds, full race porting. (619) 440-0214. (148-50/NSW)

XR 750 Cylinder Heads
Branch Junior restricted heads, complete; Also new unported front cylinder head. (714) 998-2999. (348-49/NSW)

'83 Kawasaki KX500
Looks and runs great. Has all the right "mods". MUST SELL. $1100. Call (213) 993-6991, after 6 p.m. (148-49)

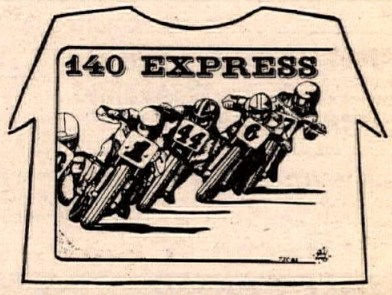
WANTED: MV AGUSTA 600cc, 750cc, 850cc or other 4 cylinder engine or parts. Consider wreck or just engine, buy outright for cash or trade. (617) 948-2179 eves. (148NSE)



RG Cycle West of Van Nuys Maico — KTM — Cagiva
ROCKY WILLIAMS * Dealer and Sales * We have service, sales, parts and accessories. Call or come! (213) 782-5857. 16868 Stage St., Van Nuys, CA. (148-49/250)

1977 RD400: MOTOR, front end, frame, pipes, all in excellent condition. Call Croft at (919) 489-0427. (148-49NSE)

500 Sonic Can-Am Engines
Brand new, $1,650 plus shipping. Call Gary Scott, (513) 322-5851. (148NSE)



RACERS T-SHIRT #9: 50/50 colored-T, $8.95 PP. ¾ sleeve baseball-T, $9.95 PP. Visa/MC accepted. Catalogs — send 20¢ stamp. T-SHIRT COUNTRY, POB 826-N, Hewitt, NJ 07421. (201) 728-3950. (348-49NEX)

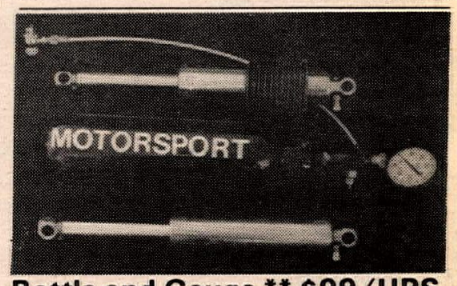
Can-Am Road Racers
Used '82 250cc, excellent condition. New '84 models available. 125cc & 250cc Rotax engine parts manual available. For information call TTFN SPECIALTIES, (217) 469-2784. (147NEX)

WANTED: Used Lectron 40mm Powerjet, straight bore or high velocity. Call (517) 883-3825. (148NE)

Wanted: Tank & Seat For TD1-C
Yamaha road racer. Bill, (804) 353-7529. (148-49NE)

1978 HONDA CR250: Excellent condition with Ohlins shocks and extra studded ties, $300. After 5:00, Dave, Two Rivers, WI, (414) 794-8379. (148NE)

1981 HONDA CR250R: Excellent condition, many new items, extra studded tires included. $495. After 5:00, Dave, Two Rivers, WI, (414) 794-8379. (148NE)



Bottle and Gauge ** $99/UPS
MOTORSPORT (213) 596-3691, evenings. (148-01/NSWX)

1982 Yamaha YZ80, stock, excellent condition. $525. (714) 974-1347. (148)

'82 RM-250Z. Has everything! New engine, FAST, must see! $900/OBO. (714) 528-2589. (148)

'83 CR-250, low hours, new chain and sprocket. Must sell. $1300/OBO. (714) 528-2589. (148)

'80 400 Nighthawk

4200 original miles, excellent condition, black/orange pinstripping. $1100/or offer. (714) 680-0324, after 6 p.m. (348-49)

'83 XR-500 Honda

Excellent condition, White Bros. shock mod, fork mod, SuperTrapp pipe. $1600/or offer. (714) 680-0324, after 6 p.m. (348-49)

1983 420 KTM MXC

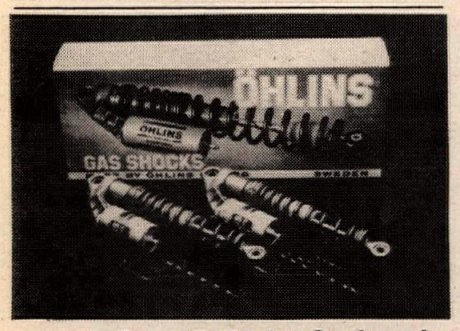
Full lighting, Fox twin clicker, excellent condition, $1800/OBO. (307) 742-8487, after 5:30.(148-50)

Open Class Maico 1980

Wheelsmith goods throughout. Pipe, Ohlins, aluminum swingarm, Metzelers, rims, spokes, etc. Excellent condition.$750/OBO. (714) 628-5406. (448)

Needed 43mm Front Forks

Showa; Fox; Suzuki; Yamaha; with or without front wheel, going on 500 Rotax Can-Am. Don't need triple clamps, would also like to join active club in Long Beach area. (213) 433-2481. (448)



Randy Goss & Ricky Graham's Shocks Are For Sale

Randy Goss & Ricky Graham relied on OHLINS to finish first & second in the 1983 A.M.A. Grand Nationals. Now the same high quality rebuildable and adjustable shocks are available to the privateer for only $289.00 complete with springs. Contact SIMONS at 2625 Miller Ave., Mountain View, CA 94040. (415) 948-3470. Dealer inquiries invited. (248/NW)

TZ 250 G

Excellent condition, spares, Campagnalo 4 & 5 rims, Lectrons; PLUS TZ-350 heads, cylinders and pipes. $3200. (713) 481-8351. (348&50/NSW)

Jumbo Leathers-Perfect Gifts!

See our reasonably priced, fine leather accessories. Including: Full suits, jackets, and gloves in mens' and womens' sizes. EUROPEAN CYCLE SPECIALTIES, 10301 Garden Grove Blvd., Garden Grove, CA 92643. (714) 530-2712. (248-50)

Scott Pearsons Factory Honda

'83 250 Honda Shorttracker. The best of everything! Very fast, not for novices! Also: 500 Honda Shorttracker Knight frame; also full stack of gears. Need the money, make offer on one or both. (408) 425-7585. (348-01)

'82 Husky 250 CR * $995

Completely clean and original. Shoulder operation, MUST SELL! Ask for Tom, nights (213) 355-6605; (213) 795-6447. (348-50)

Sparkplugs 9¢!

NGK, ND. BUY ONE at regular price, get another ONLY 9¢! Limit four per customer (Gold plugs $1.09); THRU Jan. 31st. RACECRAFTERS, 7801 Canoga Ave. (213) 999-2811; 16304 Hawthorne Blvd. (213) 370-5552. (348-50X)

'78 XR750 HD * 250 Astro

Fresh motor, spare engine parts, wheels, gearing. Call evenings (918) 321-9402. (348-01/NW)

Flowed and ported, XR or XL 250 Honda head. S&W valve springs, Web #40B cam. Fits 1978-1982 Honda. $175. (714) 777-3464, evenings. (348-50)

Shell YZ250 Flattracker $1700

1977 motor, Dannenberg porting, Bills pipe, Barnes wheels, Grimeca, Marzocchi forks, Works shocks. All parts new for 1983 season. Many spares. (213) 843-5959. (148-01)

1980 Husqvarna 390

Clean, low miles, original tires, VDO. $950/OBO. (714) 661-8581. (148-50)

NEW CREDIT card! Nobody refused! Also Visa/Mastercard. Call (805) 687-6000, Ext. C-1299. (148-01/NWX)

1983 KX 125

Good condition, raced 3 times, includes HRP leathers, size 32. $1100. Ask for Mark or Linda, days (714) 532-4966; Evenings (714) 970-9175. (148-49)

(2) 1983 RM 125's

Both excellent condition, many extras. $800/each/OBO. Mike (213) 316-9932. (148-49)

1982 MAICO 490, used as playbike. Never raced, excellent condition. Job lay-off forces sale. MUST SEE! $1000. (213) 447-6467, evenings. (148-49)

TZ 250 F

Good condition, spares, Morris mags, Lectrons, $1600. (713) 481-8351. (348&50/NSW)

Montesa 247 Trials

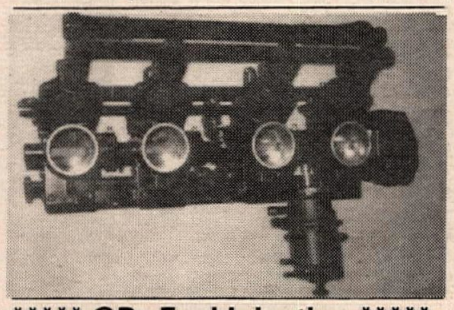
Karlson replica, 2 tanks, lights, '84 license, many alloy parts, strong, light, clean! $550/OBO. (714) 546-0660; (714) 963-0557. (348-49)

Shell 250 Yamaha

Shorttracker IT bottom end, '79 YZ top end, race ready, best offer. (415) 449-5314, evenings. (348-49)

1981 Yamaha 465

Hardly ridden, must sell. Best offer. (415) 449-5314, evenings. (348-49)



***** GPz Fuel Injection *****

Sid Pogue's rebore system for the '81-'84 GPz 1100's. Fully adjustable plus 20 CFM more air flow than 33mm smoothbores. PMC RACING, 3700 S. High, Oklahoma City, Okla. 73129. (405) 677-9593. (248&50/NSW)

Pasadena Honda

Holiday sale going on NOW! (213) 795-0271. (247-50)

'81 KDX 175

New Metzelers, Boyesen Reeds, new top end, clean, well maintained. $595/OBO. Bob (714) 538-4498. (148)

California Superbike School

Course fee includes leathers, helmet, boots, gloves and SuperTrapp equipped GPz Kawasaki. Riding seminar by Keith Code and 40 miles on the track. Remaining 1983 School: Riverside; Dec. 17th. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (248-49)

'82 RM 250

Excellent condition, very low hours, all original. $1050. (714) 883-8444, evenings. (714) 882-2408, days. (348-50)

*** '83 KX 125 ***

Ridden very little, built by Craig Eggerman. Too many extras to list! Excellent condition. $1200. (213) 360-3175. (347-48)

1972 MX2 250 TRACKMASTER frame, Ceriani forks, road race crowns, Lectron carb, six speed trans, brand new motor, Banke pipe, quick change hub, completely tricked out flat tracker! $1500/OBO. (209) 836-2204, evenings. Made Junior Pro on this bike! (148)

'82 Yamaha YZ-125J

Excellent condition, new DG pipe, extras, fast. Make offer. (213) 431-2634. (148)

'83 Honda MVX-250 F

Sport Elite, 700 Kilometers, must sell! $1995. Evenings (214) 238-9703. (148-49)

MPS Mixture Control Unit

Offers adjustability to fuel injection on GPz1100. A must with a header. Recommended by Kerker. $59.95. MOTORCYCLE PERFORMANCE SPECIALTIES, Box 1935, Casselberry, FL 32707. (305) 695-2154. (128/NE/EOI/TFN)

Speedway Special

Jawa 4-valve motorcycles; $1600/each. Jawa 4-valve motor; $900. Extras. (213) 353-3794, evenings. (348-49)

'83 KX60; RM500; 12' Pro Trac

All in excellent condition. $450; $1395; $1495. (714) 371-4806. (148)

1982 & 1980 HONDA CR250R's. $950 & $525. 1979 YAMAHA 650 Special; $1350. (213) 676-8606. (148)

ATK Fork Brace Now Also Available in Black

Cycle Guide says ATK's fork brace looks — and works — just like factory-standard equipment. Available for Honda, Kawasaki, Suzuki, Yamaha and Harley-Davidson from 1976 and up. Price: $69.95. Visa/MasterCard or COD. Dealer inquiries invited or contact ATK LEITNER CORP., 2650-C Walnut Ave., Tustin, CA 92680 or call inside Calif. (714) 731-5114, outside Calif. (800) 854-4023. (246-02/EOI/NSW)

'82 RM-250Z

Excellent condition, setup by R&D, porting and suspension. Runs and looks great! Plus extras, MUST SEE! $925. (By Magic Mountain) (805) 259-2885. (348)

1982 RM 125-Z

Better than new, bought June 1983. Raced little, VERY fast, new cylinder, R&D porting, head and carburator. MUST SEE! $750. (By Magic Mountain) (805) 259-2885. (348)

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Per word ..... 25¢
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Photo ..... $4 extra
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERICAL AND HELP WANTED
Per word ..... 50¢
Headline in bold type ..... $5 extra
Photo ..... $8 extra
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)
Blind Box Service Charge $5.00

CREDIT CARD LIMIT MINIMUM $5.00 PLUS .50 POSTAGE and 'HANDLING

213/427-7433
No cancellations after 5:00 p.m. Thursday

WANT AD DEADLINE
Friday noon for the following Wednesday's issue. Fill in the Visa/Master Charge blank or send check or money order to: Above Address

Signature _____
Card Expires _____

Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

NATIONAL RATES
(Cycle News/West and Cycle News/ East)

PRIVATE PARTY
Per word ..... 45¢
Headline in bold type ..... $5 extra
Photos (No larger than 5x7) $7
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERICAL/ HELP WANTED
Per word ..... 95¢
Headline in bold type ..... $8 extra
Photo $12
(No larger than 5x7)
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

PHOTOS RETURNED ONLY WITH SELF ADDRESSED STAMPED ENVELOPE

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Name _____

Address _____ City _____ State _____ Zip _____

PRINT BOLD HEADLINES HERE — **EXTRA** (leave spaces)
Bold Headlines do not count towards want ad word count

Want Ad minimum...$2.50

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Cycle News cannot be responsible for illegible phone numbers. Area Code/Phone No.

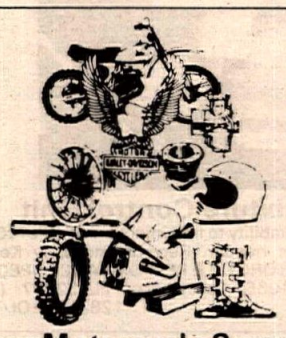
WANTED:
Chaparral snowmobile engine. Running or not. John (714) 521-3642. (248)

Gary Semics
HONDA/HUSQVARNA riders wanted. Sponsorships available. (619) 438-7698 or (619) 436-9771, ask for Gary or Glenn. (248-50)

Don Emler's FMF Works Porting is Back!
FMF's porting crew is back in action headed by Don Emler, and 12 year porting vet Bob Haag! It's no secret to the factory stars, now Works porting is available to YOU! (213) 530-3701. (148/NSWX)

Don Emler's FMF is BACK! and ON THE PIPE!
The legendary FMF is back with the debut of their full line of 1984 Works pipes! It wasn't that long ago when "Uncle Donny Emler" was handforming Works pipes for factory stars like Marty Smith, Warren Reid, Brad Lackey, Danny LaPorte, Donny Cantaloupi, Jeff Ward, Steve Wise, and Team Honda™! These stars never put stamped pipes on their Works bikes, why should you? NOW you can have a fully custom hand crafted, Emler tuned, Works pipe for your '84. Now stocking all models. Don Emler's FMF. (213) 530-3701. (148/NWX)

Smuggler 18'
Sleeps 6 and carries 5 dirt bikes. 40 gallon water tank, electric toilet, side awning and other accessories. Excellent condition. $3300. (213) 431-9960. (348)



Indoor Motorcycle Swap Meet Over 300 Spaces Available Orange County's Largest
Friday, Dec. 9th; 6-10 p.m. Orange County Fairgrounds, Costa Mesa. 24 hour information. (714) 495-2542. INTER SHOWS. (248)

BMW 1961 500cc: BUTLER and SMITH prepared Daytona race bike. Mint condition, documented, $3,500. (617) 948-2179 eves. (148NSE)

MV AGUSTA: 150cc SOHC Grand Sport Models (2) 1958, set up for road racing, easily converted back to street legal. One runs, one needs tinkering. $2,000; $1,500. (617) 948-2179 eves. (148NSE)

DUCATI 250 DIANA SPECIALS (2): One has full cradle chassis, Ceriani front end, Aldani 4 leading shoe brake, full race, flowed for 36mm Mikuni, street legal, $2,500. Second is production frame, full race engine, full race fairings, etc., $1,500. (617) 948-2179 eves. (148NSE)

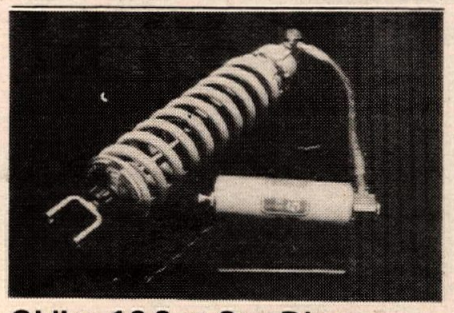
1983 Yamaha IT250
Excellent condition, MUST SELL before Christmas! Asking $1395. Randy (714) 846-7063, evenings, private party. (348-49)

1983 Yamaha YZ125K * $950
Superb condition, looks, runs like new. MUST SEE! (213) 891-5350. (348-49)

2 cold 4 2 wheeling?
Sano 1941 Willys 4WD; 8,000 miles since frame up rebuild, never off roaded, V-6, overdrive, Hi-Lo range, much chrome, misc. spares, call for full details. $4995/offer. Days (714) 975-3361; Evenings (714) 951-7591. (348-49)

Yamaha TZ 250 D
Mint condition, fresh motor, many updates and extras. Race ready, must see! $2000. Evenings (213) 421-2488. (148)

Shell YZ 250 Flattracker
1977 motor, Rick Pluger porting, Bill's pipe, Shell wheels, Grimeca brakes, Ceriani forks, S&W shocks, Shell frame, new seat/tank. $1300. (213) 843-5959. (148-01)



Ohlins 1&2 at San Diego
The same shock used by RON LECHIEN & RICKY JOHNSON; at the San Diego Super-X, are in stock and available now for your '84 YZ for only $368.00 complete with spring. '84 Honda CR shocks are also in stock. Contact SIMONS at 2625 Miller Ave., Mountain View, CA 94040. (415) 948-4370. Dealer inquiries invited. (248/NW)

** Christmas Special **
1981 GPz 1100; mint condition, custom paint, lots of extras, only 1600 miles. $2950. 1966 Honda 450; "oldie but a goodie" SHARP! $595. 1975 Honda XL350, clean; $695. 1971 50cc Mini trail, clean ONLY $225. (209) 732-5603. (148-49X)

Special: CBF 900 Honda Engine
Complete engine with electrics, only 1500 miles. $700. (209) 732-5603. (148-49X)

'83 Suzuki RM250
Top maintenance, ST shocks, Reed spacer, $1250. 1980 Yamaha YZ250, $500/OBO. (619) 247-3694. (348-50)

Lost Jacket
Left Malcolm Smith Enduro jacket at Stuckey's on B to V, Saturday. Bad enough to seize bike - hope I'm not out of a jacket too! (714) 792-6996. (348)

CRF ROCKET PIPE for 1983 Honda CR-125R, $55.00. (213) 675-2202 or (213) 546-2622. (148)

RM125 $550 * GS750 $1600
1980 Suzuki 125, runs great, fresh motor, great condition, $550/OBO. 1979 Suzuki GS750, stock condition, runs great, looks good, $1600/OBO. (213) 573-0457, Brian. (148)

'83 Honda CR250 * $1300
DG barrel and head, Boyesen reeds, Roost Factory clutch, Rick Johnson shock mod. Hi-Point tubes, fresh tires and chain, extra gearing, excellent condition. (213) 924-2556. (148)

Pro Trac Replica
10' hauls five bikes, two years old, electric brakes, interior/exterior lights, R/W/B. $1500. (206) 767-6199. (148-49)

YAMAHA TT 716cc engine. Carrillo rod, ported, cam O/S valve and much more. Phone (714) 787-8388. (148)

Knight TT500 Yamaha
Baisley, Carillo, Megacycle, Aries, E.I. Marozocchi, Works Performance. Best of everything, race ready. $2700. Will sell just motor and frame. (206) 767-6199. (148-NSW)

'82 Suzuki*'78 Suzuki* 125's
RM-125Z, great condition, all new parts plus extras. $600/OBO. '78 RM-125C; all original, runs great, excellent condition, $250/OBO. (213) 928-1465, evenings. (148-50)

'83 250 KTM
Excellent condition, $1475. Days (213) 915-2144. Nights (714) 685-6578. (148-49)

Wanted: Honda ATC 70
Good condition (714) 997-4176. (148)

83 Honda XR350*$1300/OBO
Must sell, excellent condition, hardly ridden. (714) 545-6020. (148)

'82 125CR Husky $450
Good condition, runs well, new cylinder, many extras. (213) 448-7281, evenings. (148)

'83 Godden Speedway Motor
Built and tuned by Jim Busby Racing. Two NEB clutches complete with lay shafts. $1500. (714) 739-8200. (148-49/NSW)

'82 Yamaha YZ-490 Mint Cond.
White Bros. mono shock, front Metzeler, Inter-Am bars, $1250/OBO. (213) 768-0155. (148-49)

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1983 & '84 ATC 250R 4.2 GALLON TANK

Baja 1000 Winner!
$99.95 List

NEW! 3.5 Gallon Tanks
'84 CR 250 Honda
'84 YZ250 Yamaha
(Available Jan. '84)

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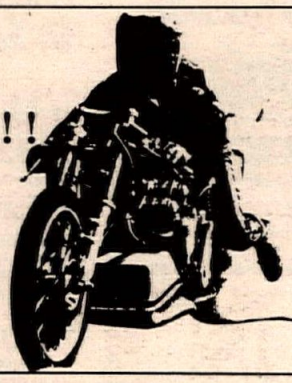

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Shirts are 50/50 Blend - U.S. Made by Haines
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'80 Kawasaki KZ1000 Shaft
Excellent condition, like new, extras: Cobra alarm, case guards, rack with adjustable back rest; $2100. (714) 635-0562. (148)

* Like New 79 RM400 Suzuki *
Very low hours, completely stock, not raced or abused. Excellent upkeep. $550/OBO. (714) 796-5717. (148-49)

The Helmet Bag
Protects your helmet while storing it or transporting it to the races or trails. The finest protective materials, waterproof outer covering, non-scratching fleece interior. A must for racers and custom painted helmets. SATISFACTION GUARANTEED. Dealer inquiries invited. A perfect Christmas gift. Send $29.95. (312) 825-8290. Tony DeSimone, 6014 Emerson, Rosemont, IL 60018. (348/49NEX)

Used Bike Sale
1982 CR250 Honda, fresh top end, like new, $1100/OBO. 1982 YZ125J, excellent condition, $800/OBO. 1981 YZ250H, excellent condition, $800/OBO. 1980 KLX-250 Kawasaki, like new, fresh motor, $800/OBO. 1980 IT425, fresh top end, White Bros. suspension, aluminum swingarm, too many extras to list, great desert or enduro bike. $1000/OBO. NO REASONABLE OFFER REFUSED on any used bike! PERFORMANCE CYCLE WORKS, INC. 7948 E. Firestone Blvd., Downey, CA 90241. (213) 861-9957. Mon-Fri 10-7pm. Sat. 9-6pm. (248-49)

'81 Yamaha YZ-250
Ridden 5 times, tires still like new. Completely stock, extra clean! $800/OBO. Some parts and accessories for sale also. (213) 514-2733. (147-48)

Injury Forces Sales
Shorttrackers: Champion/Yamaha 125, PVD/Yamaha 360, and Starracer/Yamaha 125. Engines: Yamaha YZ 125, TT 500, and MX 250. Many spares, carbs, pipes, wheels, gearing, etc. for sale also. Call Mike (406) 656-9531 or (406) 652-5172 for details. (246-48)

Christmas is Coming!
Time for that FIRST BIKE!! 1977 Honda MR-50, excellent condition, $325. Taco minibike, new paint, RUNS GREAT! $125. (714) 897-2636. (147-48)

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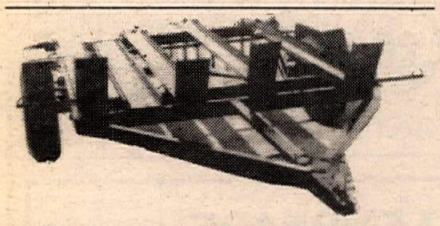
LARGE STOCK. WILL SHIP C.O.D. (415) 332-3559. (221/TFN)



★ Motorcycle Trailers ★
Two to five rail custom built motorcycle trailers. Dealer inquiries invited. (213) 861-7721 or 537-1380. (213/TFN)

Offered For Sale — Husqvarna
1981 CR430 six speed — meticulously maintained, excellent condition. Original fenders, handlebars (no endos). Pro-Circuit motor, pipe, Mossbarger, Boost bottle. O-ring chain, alloy silencer, good tires plus complete spares kit. $1,395 — Let's talk. Call Mellon Motorcycles (714) 536-9943. (147-48/NSE)

U.S. & European Road Racing
On video. Superbike, Formula ONE, Formula TWO, sidecars; available in VHS and BETA. Write for catalog to: MOTOR SPORT VIDEO, 1030 N. Magnolia Apt. #217, Anaheim, CA 92801. (247-50/NW)

WANTED: REAR HUB or complete rear wheel off 1981 Yamaha YZ-250H or YZ-465H. (619) 375-5467. (347-48)

CB1100F: KERKER K2 exhaust system, new, $175. Call Mike, (617) 994-6484. (348/49NE)

'81 Pro Circuit Husky CR430
Professionally prepared, much money and many hours invested, a real quality machine. SUPER CLEAN! $1200/OBO. Some parts and accessories for sale also. (213) 514-2733. (148)

(2) '78 XR-75 Honda's
Good beginner play bikes. $275/each or $500/for both. (213) 422-8878. (448-49)

KAWASAKI 1100cc: Vance & Hines swingarm, aluminum, 6 inches over. $250, new. Call Mike, (617) 994-6484. (348/49NE)

ECLIPSE TANKBAG & SADDLEBAG 1's: New, brown, $150 for the set. Tankbag separate $35; saddlebag separate $115. Call Mike, (617) 994-6484. (348/49NE)

Honda Factory 900 Turbo!
One off factory project bike, thousands invested. Best offer, serious inquiries only! (213) 514-2733/ (148)

1979 CAN-AM 250 Qualifier, street licensed, $575. Dave at (714) 970-8300. (148-49)

1983 YZ490 Yamaha * $1500
Excellent condition. (805) 399-6203. (148-49)

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Travel like the Pro's! 1977 Ford Hi-Cube van. Auto, P.S., P.B., propane powered, 50 gallon tank, etc. Clean, economical. $5800. Call Hank (213) 963-1978. (148)

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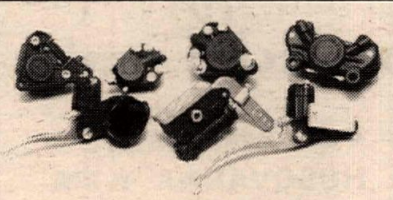
4 months old, perfect! $1700/OBO. (714) 557-3608 or (714) 541-4369. (348-49)

Leaking Radiator?
We repair radiators. ST RACING, Walnut, Calif. (714) 594-2679. (240/EOI/TFN)



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Complete line in stock! STORZ PERFORMANCE, 1362 Tower Square, Ventura, CA 93003. (805) 654-8816. (222/NW/TFN)

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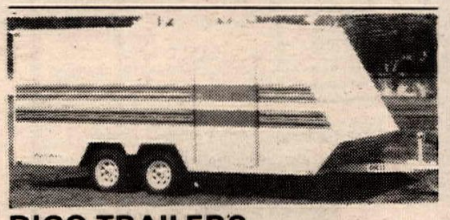
Extra motor with ignition and some spares. $2000/ Firm. (805) 589-4313, days. (347-48)



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Cycle, Jet-Ski, ATC Buggy, auto, NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS, Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

Talladega*Mid Ohio*Lag. Seca
FII winner, 2nd in AMA Championship. TZ250H, ridden by Dave Emde. Lectron's, Morris mags, dual Lockheeds, Askland pipes, mounted rains, many spares. $5000. Can deliver to East, you pay gas. 1980 Honda CB750F: $600. Bob Endicott (714) 673-4931; (714) 541-5343. (147-48/NW)

'83 Suz. RM250D*'81 YZ250H
Suzuki bought in June, excellent condition, stock bore, many extras; $1300/OBO. Yamaha, good condition, runs great; $600. (714) 895-5366, evenings. (147-48)

1983 Maico 250*$1400/OBO
Wheelsmith pipe and swingarm, suspension mods, Ceet, tank cover, Boyesen Reeds, ridden very little. Excellent condition, MUST SELL. (714) 527-1774. (147-49)

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1983 SUZUKI GS1100ES: 5000 miles, $3,595. Call Mike, (617) 994-6484. (348/NE)

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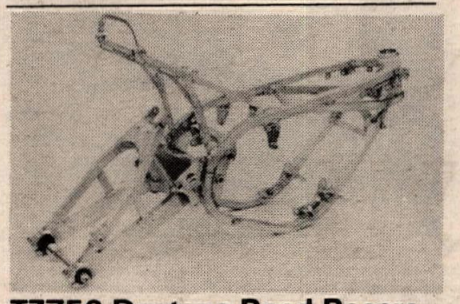
82 Honda CR250*$1100/OBO
Perfect condition, ridden very little by grandfather. (714) 968-3493. (148)



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KTM is a great bike! $850. I'll give you the Bultaco for another $200. SURE IT RUNS!! (714) 796-8259. (345-48)

Custom Air-Brushed T-Shirts

Hand painted personalized T-shirt of you or your friends. $30/includes shirt, machine washable. Excellent CHRISTMAS GIFT! Call for information: RS DESIGNS (714) 592-1545. (147-48X)

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Parts for Street, Motocross and Speedway. (213) 917-6171. (347-50/NWX)

★ '81 RD 350 LC ★
Immaculate condition, low miles, street legal, VERY strong! VERY fast! $2500/OBO. Bruce (503) 538-5569. (346-48)

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Parts & accessories. JB CYCLERY. 17468 Road #25, Madera, Calif. (209) 674-4788. (204/TFN)

'83 Yamaha 250 YZK "new"
Ridden 5 times, with 3 rail trailer: $1700/OBO. Switched to car racing. Paul (213) 852-3991 or (213) 704-1120. (346-48)

Kwik-Way Cyl Boring Machine
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S.W.M. '82 Trial's 320 TL
Like new, low, low miles. Original Michelin tires. Asking $1795/OBO. S.W.M. '81 Trial's 320 TL, excellent condition. New tires, asking $1395/OBO. Can ship in crate. Call days (213) 845-3211. Evenings (213) 765-8186, Boyd. (345-48/NW)

★Have you ridden the best...★
handling street bike around? If not, call Steve at (714) 530-2712, to make your appointment for a FREE TEST RIDE on the SPECTACULAR Laverda RGS 1000! EUROPEAN CYCLE SPECIALTIES, 10301 Garden Grove Blvd., Garden Grove, CA 92643. (245-48)

★ Rustan's Xmas Special ★
Ceet racing apparel. Full line: Yamaha, Honda, Kawasaki, and Suzuki. You pay $119.72 and you receive: Nylon pants; jersey; gloves and Scott 59 goggles. Layaway available. Sale ends Jan. 1st, 1984. Call (714) 892-2575 Tues.-Sat., 8112 Bolsa Ave., Midway City, CA 92655. (145-49X)

Russ Darnell MX School
December 19th-23rd. Saddleback; (5 day training camp). December 27th & 28th; Indian Dunes. For entries and information: (714) 980-3212. CHRISTMAS GIFT CERTIFICATES AVAILABLE! (244-50/ALT-PIX)

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1973-80 GT 750, modified suspension, brakes, wheels, engine, trans electrics. Katana styling, 90% stock, Suzuki components, extra 90 HP cylinder and 38mm Mikunis. $2495. Photo and Folio. (209) 532-7011, weekdays. (348-49)

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SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

1980 250CR HUSKY 6-speed; 4-gal. tank, SUPER CLEAN! Must sell $675/OBO. (714) 981-2790. (146-48)

Dyna Ignitions for XR-750
Call Mike Roseborrough. Days (505) 523-8986; Evenings (505) 522-5507. (145-48/NW)

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(1) AJAX with spare tire. $450/OBO. (1) TUFF-N-LITE, Brand new in crate, TRANS CAL AWARD. $550. (714) 859-1214. (347-48)

(2) 1983 YZ-80 K's
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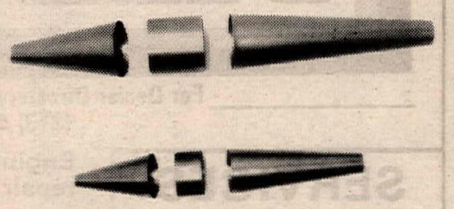

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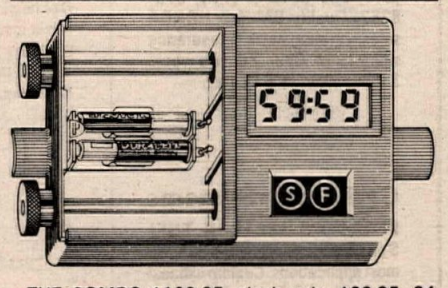
Pipe builders write or call in your dimensions. We also have a plating shop (nickle, chrome, brass and gold) and a complete metal fabrication shop. AIRCONE, INC., 5901 Emerald Ave., Las Vegas, NV 89122. (702) 456-4177. (230/NW/TFN)

'83 GPz 1100
3,500 miles, sport seat, new 291's, tinted windshield, just tuned. Must sell! (915) 366-0948. (147-48)

Montesa 349 Trials '80 & '81
Low mileage, BOTH run great! Days (714) 751-6286; Nights (714) 548-1792, ask for Kris. (147-50)

'83 Honda 480R * Best Offer
Factory link, factory shock, factory fork mods, new clutch, new tires, new top end. Honda Support bike, excellent condition. Dave (714) 595-3551. (346-48)

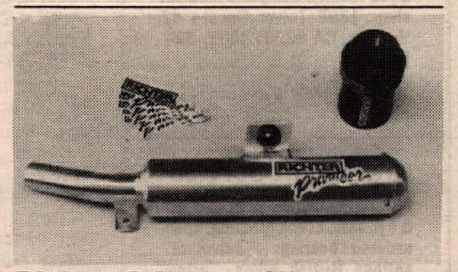


THE COMBO $109.95, clock only, $99.95. 24 MPH Pacer, $129.95. Rollchart holder, $19.95. Econo clock, $49.95. Leather timecard holder, $14.95. Shipping included. Dealer inquiries invited. COUNTDOWN (213) 348-8381. (243/NW/TFN)

XR750
Strong bike, spares, $4,500. (214) 631-8388. (145-48/NE)

78 Yam IT175*79 Yam MX175
$225/each, or both for $400. Both run well. Need Christmas money! (714) 840-5882. (347-48)

Pasadena Honda
Holiday sale going on NOW! (213) 795-0271. (247-50)



Richter Privateer Silencer's
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